



STA BOARD MEETING AGENDA
6:00 p.m., Regular Meeting
Wednesday, December 12, 2012
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA 94585

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta-snci.com. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

ITEM

BOARD/STAFF PERSON

- | | |
|---|------------------------|
| <p>I. CALL TO ORDER/PLEDGE OF ALLEGIANCE
(6:00 – 6:05 p.m.)</p> | <p>Chair Batchelor</p> |
| <p>II. CONFIRM QUORUM/ STATEMENT OF CONFLICT
<i>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</i></p> | <p>Chair Batchelor</p> |

STA BOARD MEMBERS

Jack Batchelor, Jr. Chair City of Dixon	Steve Hardy Vice-Chair City of Vacaville	Elizabeth Patterson City of Benicia	Harry Price City of Fairfield	Jan Vick City of Rio Vista	Pete Sanchez City of Suisun City	Osby Davis City of Vallejo	Jim Spering County of Solano
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STA BOARD ALTERNATES

Rick Fuller	Ron Rowlett	Alan Schwartzman	Rick Vaccaro	Janith Norman	Mike Hudson	Erin Hannigan	John Vasquez
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III. APPROVAL OF AGENDA

**IV. SWEARING-IN OF NEW STA BOARD MEMBER/
BOARD ALTERNATES**

Johanna Masiclat

- **Norman Richardson**
Board Member representing the City of Rio Vista

V. OPPORTUNITY FOR PUBLIC COMMENT
(6:05 – 6:10 p.m.)

VI. EXECUTIVE DIRECTOR’S REPORT – Pg. 1
(6:10 – 6:15 p.m.)

Daryl K. Halls

**VII. COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION
COMMISSION (MTC), AND STA**

(6:15 – 6:35 p.m.)

A. Proclamation of Appreciation: Jan Vick

Chair Batchelor

B. State Legislative Update

Gus Khouri, Shaw/Yoder/Antwih, Inc.

C. Directors Report:

1. Planning

Robert Macaulay

2. Projects

Janet Adams

3. Transit/Rideshare

**a) 2012 Solano Employer Commute
Challenge Wrap-up**

Sorel Klein

**b) Paratransit Coordinating
Council (PCC) 2013 Work Plan**

Alicia Roundtree,
PCC Chair

VIII. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

(Note: Items under consent calendar may be removed for separate discussion.)

(6:35 - 6:40 p.m.)

A. REVISED Minutes of the STA Board Meeting of July 11, 2012

Johanna Masiclat

Recommendation:

Approve STA Board REVISED Meeting Minutes of July 11 2012.

Pg. 7

B. Minutes of the STA Board Meeting of October 10, 2012

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of October 10, 2012.

Pg. 17

C. Draft Minutes of the TAC Meeting of November 28, 2012

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of November 28, 2012.

Pg. 27

- D. Fiscal Year (FY) 2012-13 First Quarter Budget Report**
Recommendation:
Receive and file.
Pg. 33 Daryl Halls/
Susan Furtado
- E. STA Employee 2013 Benefit Summary Update**
Recommendation:
Receive and file.
Pg. 37 Susan Furtado
- F. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2013**
Recommendation:
Approve the renewal of STA’s membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member “Chairman’s Circle” level of \$7,500 for Calendar Year 2013.
Pg. 43 Daryl Halls
- G. Paratransit Coordinating Council (PCC) Member Reappointments**
Recommendation:
Reappoint Richard Burnett and James Williams to the Paratransit Coordinating Council for an additional three years.
Pg. 47 Sofia Recalde
- H. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – December 2012**
Recommendation:
Approve the FY 2012-13 TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.
Pg. 49 Liz Niedziela/
Wayne Lewis,
FAST
- I. Proposed SolanoExpress Route 78 Service Changes**
Recommendation:
Approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.
Pg. 53 Liz Niedziela/
Mona Babauta,
SolTrans
- J. Proposed SolanoExpress Route 85 Service Changes**
Recommendation:
Approve adding the Sereno Transit Center as the final bus stop for Route 85’s last weekday trip as proposed by SolTrans.
Pg. 63 Liz Niedziela/
Mona Babauta,
SolTrans

- K. OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) Project Delivery Schedules** Jessica McCabe
Recommendation:
Approve the project delivery schedules and milestones for OBAG LS&R projects as shown in Attachments B and C, as part of the STA Project Delivery policies.
Pg. 67
- L. STA Planning and Programming Agreement** Robert Macaulay
Recommendation:
Approve the following:
 1. *Authorize the STA Executive Director to execute the Interagency Agreement Between the Metropolitan Transportation Commission and the Solano Transportation Authority for Planning and Programming for Fiscal Years 2012-13, 2013-14, 2014-15 and 2015-16;*
 2. *Program the base amount of \$2,673,000 and augmented amount of \$333,000 for a total of \$3,006,000 of the STA's OneBayArea Grant (OBAG) Surface Transportation Program (STP) funds for STA Congestion Management Agency (CMA) Planning Activities as described in attachment A; and*
 3. *Advance \$75,000 of STP funds available from the October Vallejo fund swap action for development of the PDA Growth Strategy, and designate \$50,000 of future PDA Implementation Funds to back fill these advanced funds.***Pg. 83**
- M. I-80 Eastbound Cordelia Truck Scales Relocation Project Contract Amendment** Janet Adams
Recommendation:
Approve a contract amendment for HDR Engineering, Inc. for an amount not-to-exceed \$282,000, to cover engineering services during construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project.
Pg. 87
- N. I-80/I-680/State Route (SR) 12 Interchange Project** Janet Adams
Recommendation:
Approve Resolution No. 2012-19 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$5.796 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR 12 Interchange Project for right of way phase.
Pg. 89
- O. 2013 Paratransit Coordinating Council (PCC) Work and Outreach Plans** Sofia Recalde
Recommendation:
Approve the 2013 PCC Work Plan as shown in Attachment A and the 2013 PCC Outreach Plan as shown in Attachment B.
Pg. 115

IX. ACTION FINANCIAL ITEMS

- A. STA's Annual Audit Fiscal Year (FY) 2011-12** Daryl Halls/
Susan Furtado
Recommendation:
Receive and file.
(6:40 – 6:45 p.m.)
Pg. 119
- B. Mobility Management Plan Update** Sofia Recalde and
Phil McGuire,
Innovative
Paradigms
Recommendation:
Approve the following:
 1. *Authorize the Executive Director to release a Request for Proposals for services for the Countywide In-Person ADA Eligibility and Certification Process as shown in Attachment A; and*
 2. *Authorize the Executive Director to enter into a contract not-to-exceed \$289,343 for a Countywide In-Person Eligibility and Certification Process for Solano County for Fiscal Years (FY) 2013-14 and 2014-15.*
(6:45 – 7:00 p.m.)
Pg. 121
- C. Additional OneBayArea Grant (OBAG) Funds for Local Streets and Roads Projects** Sam Shelton
Recommendation:
Approve the programming of \$1.38 M of additional Surface Transportation Program (STP) funds for Local Streets and Roads projects as described in Attachments B and E.
(7:00 – 7:05 p.m.)
Pg. 131
- D. OneBayArea Grant (OBAG) Funding Criteria** Robert Macaulay
Recommendation:
Approve the following:
 1. *Adopt the Solano OBAG Project and Program Screening Criteria Assessment as shown in Attachment B; and*
 2. *Hold \$611,000 in STP funds for use to support future OBAG projects and programs, subject to allocation by the STA Board.*
(7:05 – 7:15 p.m.)
Pg. 143
- E. Solano County Priority Development Area Investment and Growth Strategy** Robert Guerrero
Recommendation:
Approve the following:
 1. *Dedicate \$75,000 of PDA planning funds to develop a Countywide Investment Study as shown in Attachment B;*

2. *Authorize the Executive Director to issue a Request for Proposals to assist the STA in completing the Solano County Priority Development Area Investment Study; and*
3. *Authorize the Executive Director to enter into a contract in an amount not-to-exceed \$75,000 for this work.*

(7:15 – 7:20 p.m.)

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X. ACTION NON-FINANCIAL ITEMS

A. STA’s 2013 Legislative Priorities and Platform

Jayne Bauer

Recommendation:

Approve the STA’s 2013 Legislative Priorities Platform as shown in Attachment A.

(7:20 – 7:25 p.m.)

Pg. 169

B. I-80/I-680/State Route (SR) 12 Interchange Project and Certification of the Final Environmental Impact Report

Janet Adams

Recommendation:

Based on the extensive evaluations of the alternatives conducted in the EIR/EIS, comments received from the public and agencies during the EIR/EIS review process, and considering the traffic, engineering and operational aspects of all the alternatives, approve the following actions:

1. **APPROVE** Resolution No. 2012-18 accepting the Environmental Impact Report prepared by Caltrans for the Project; and
2. **ACCEPT** the Caltrans prepared Project Report and **APPROVE** the Alternative C-1 for the I-80/I-680/SR 12 Interchange Project; and
3. **DIRECT** that upon approval of Resolution No. 2012-18, that the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees, if necessary.

(7:25 – 7:35 p.m.)

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C. STA Recommendation to Request the Solano County Board of Supervisors to Include Transportation Projects as Part of the County’s Public Facility Fee Update

Sam Shelton

Recommendation:

Request that the Solano County Board of Supervisors consider the following actions:

1. *Add transportation facilities to the County of Solano’s Public Facility Fee Program;*

2. *Designate the Solano Transportation Authority to manage the portion of the County of Solano's Public Facility Fee dedicated for Transportation Projects; and*
3. *A transportation facility fee of \$1,500 per dwelling unit equivalent (contingent on the fee being less than the approved maximum nexus).*

(7:35 – 7:40 p.m.)

Pg. 219

D. Solano County Transit (SolTrans) Joint Powers Agreement (JPA) – Appointment of STA Ex-Officio Board Member

Bernadette Curry

Recommendation:

Appoint a STA Board Member to the Solano County Transit (SolTrans) JPA Board as an Ex-Officio member for a two-year term expiring December 2014.

(7:40 – 7:45) p.m.

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XI. INFORMATION – NO DISCUSSION

A. Project Initiation Document (PID) Reimbursement and Program Update

Jessica McCabe

Pg. 227

B. Climate Action Plan (CAP) Update

Robert Macaulay

Pg. 235

C. Solano Employer Commute Challenge 2012 – Final Results

Judy Leaks

Pg. 237

D. Funding Opportunities Summary

Sara Woo

Pg. 241

E. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

Johanna Masiclat

Pg. 247

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, January 9, 2013, Suisun City Hall Council Chambers.**

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MEMORANDUM

DATE: December 5, 2012
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report –December 2012

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (*) notes items included in this month's Board agenda.

STA's Legislative Platform and Priorities for 2013 *

STA's 2013 Legislative Platform and funding priorities have been updated in preparation for the 2013 federal and state legislative sessions. The list of priorities for federal grants has been updated based on meeting held with the four cities that are collectively working with the STA to share a federal lobbyist. STA staff looks forward to working with the current and new members of Solano County's state delegation – State Senator Lois Wolk and State Assembly Members Susan Bonilla, Jim Frazier and Mariko Yamada, and members of the U.S. Congress – John Garamendi and Mike Thompson. Gus Khouri, Shaw/Yoder/Antwih, is scheduled to attend this Board meeting to provide his preview of the upcoming 2013 State Legislative session. Susan Lent, Akin/Gump, has been invited to join the STA Board at your January 9, 2013 meeting to discuss the upcoming 2013 Federal Legislative session,

STA Annual Audit for FY 2011-12 Keeps Streak Intact *

The accounting firm of Vavrinek, Trine, Day & Co., LLP, has completed the independent annual audit of STA's finances and budget for Fiscal Year 2011-12 and for the 7th year in a row a clean audit with no findings has been provided. I want to acknowledge the continued quality budgetary and accounting work of Susan Furtado, STA's Accounting/Administrative Services Manager, and Judy Kowalski, Accounting Technician, for their daily coordination with STA's fund managers and funding partners.

Board Certification of Final EIR for 80/680/SR12 Interchange Project *

After many years of work and partnership with the California Department of Transportation (Caltrans), the STA Staff and Legal Counsel is ready to request the STA Board to certify the final Environmental Impact Report (EIR) for the I-80/I-680/SR12 Interchange Project. This milestone has been achieved thanks to hard work and dedicated leadership of the STA's Director of Projects, Janet Adams, and the valuable consultant support of project manager Dale Dennis, and a team of consultants. Staff would like to

thank the Board for their continued support of this project and the various partner agencies that have worked with the STA to move this project forward, including the City of Fairfield, County of Solano, the Metropolitan Transportation Commission (MTC), Caltrans District IV and Headquarters, and the California Transportation Commission (CTC). The project is on schedule for a construction allocation vote for the next phase of this interchange project at the CTC in May 2013 with construction of the next phase of the project scheduled to begin later in 2013.

STA Request to County Board of Supervisors to Add Transportation Infrastructure to County Facility Fee Update *

Over the past 18 months, the STA and a consultant have been working with staff from the seven cities and the County to conduct Nexus Study for a proposed Regional Traffic Impact Fee (RTIF) to help fund several key infrastructure projects. Concurrently, the County of Solano has initiated the process to update the County's Facility Fee. Recognizing the impact of the economy on residential, commercial and industrial development in recent years, STA staff has discussed with County staff the concept of combining STA's effort with the County's Facility Fee update rather than proposing a new RTIF. County staff is receptive to this concept and is looking at the proposed addition of transportation as one of the eligible programs to be included as part of the County Facility Fee update. STA staff is recommending that this discussion be elevated from the staff to the policy level by having the STA Board take action to make a request formally to the County Board of Supervisor to have transportation added to the County Facility Fee at a Dwelling Unit Equivalent (DUE) level of \$1,500 and to have the transportation portion of the fee administered by the STA.

OneBayAreaGrant (OBAG) Criteria for Project Selection and Additional Funds for Local Streets and Roads*

In September, the Solano Transportation Authority (STA) hosted a public workshop focused on the future allocation of federal transportation funds through the One Bay Area Grant Program (OBAG) developed by the Metropolitan Transportation Commission (MTC) in coordination with the Association of Bay Area Governments (ABAG). The past couple of months, draft criteria has been developed to provide guidance to the STA Board and staff concerning the evaluation of candidate projects for Solano County remaining share of OBAG funds, consisting of Federal Congestion Mitigation and Air Quality (CMAQ) funds (and an estimated \$600,000 in STP funds). The screening and ranking criteria has been developed and modified by the various advisory committees and the Board and is ready for final adoption. The next steps in the process will be the assessment and evaluation of projects in January and the final OBAG programming recommendations scheduled for the February STA Board meeting. In response to a request from the STA and other Bay Area Congestion Management Agencies, MTC staff has provided additional Surface Transportation Program (STP) funds in lieu of a Congestion Mitigation and Air Quality (CMAQ) funds that can be programmed for local streets and roads. An additional \$1.3 million is available in Solano County that STA staff recommends be programmed for additional local streets and roads programming.

Initiation of Priority Development Area (PDA) Assessments and Implementation *

Thanks to the support of MTC Commissioners Jim Spering, Scott Haggerty (Alameda County), Bill Dodd (Napa County) and a strong majority of MTC Commissioners, MTC has dedicated \$20 million in regional OBAG funds to the implementation of PDAs by local communities through the congestion management agencies. Based on a formula distribution, Solano County will received an estimated \$1.06 million over a four year OBAG cycle to perform this work with funds intended to assist cities interested in advancing components of their Association of Bay Area Governments (ABAG) approved PDAs. MTC has established a quick timeline of May 1, 2013 for the STA (and the other CMAs) to complete their initial PDA assessment work. The allocation of the estimated \$1 million in PDA funds will be based on the completion of this assessment work and the PDA implementation priorities identified through this process. STA planning staff is recommending the STA Board authorize staff to initiate this process by dedicating \$75,000 in OBAG funds to fund consultant assistance to aid STA staff in the effort.

ADA Eligibility RFP Proposed to Initiate First Priority of Solano Mobility Management Plan *

The development of a mobility management plan and program was identified as a top priority in both STA's Senior and People with Disabilities Mobility Plan and the Senior and People with Disabilities Advisory Committee. STA has retained a consultant firm, Innovative Paradigms, to develop the plan in partnership with the County of Solano, Solano's transit operators, and the advisory committee. The plan is focused on the development of four specific tasks or components of a proposed Mobility Management Plan. A brief presentation outlining these four tasks will be provided at the meeting. The first task, the establishment of one countywide American with Disabilities Act (ADA) in person eligibility process for Solano County, has a requested timeline for implementation of July 1, 2013 from Solano County Transit (SolTrans). In order to meet this requested timeframe, STA staff is requesting Board authorization to issue a request for proposal to establish the ADA eligibility component of this plan. Other aspects of the plan will wait until the Solano Mobility Management Plan is reviewed and approved by the STA Board early next year.

STA's Safe Routes to School Partnerships Focus of Two Conferences and Webinar

In September, STA Chair Jack Batchelor and I served on a panel at the League of California Cities Annual Conference to discuss Solano County's successful Safe Routes to School Program partnership. The session was sponsored by the Institute for Local Government (ILG), the education wing of the LOCC and the California State Association of Counties (CSAC), and was a featured discussion at the conference highlighting a successful city, county and school district collaboration. On November 15, 2012, Chair Batchelor and I were joined by Dixon Unified School District Superintendent Brian Dolan at the annual California School Board Administrators Conference in San Francisco where we collectively served on a panel on the same topic. On December 4, 2013, the Solano Safe Routes to School Program partnership was also the subject of a ILG sponsored webinar. I want to thank the STA's SR2s program coordinator, Danelle Carey, who prepared all of the presentation materials for these three events. Copies are available on the STA's SR2S website page.

STA Staff Update

The STA recently hired its new Mobility Management Program Coordinator, Sofia Recalde. She began work with STA on October 22nd and is currently focused on development of the Solano Mobility Management Plan and coordination with the Paratransit Coordinating Council (PCC) (note the new PCC 2013 work plan included with this agenda, and the Solano Seniors and People with Disabilities Mobility Advisory Committee. STA has initiated the recruitment for two part-time Walking School Bus Coordinators. Both will be funded under a limited term contract with a \$500,000 Federal Walking School Bus Grant obtained by the STA for this purpose. Five Walking School Bus pilots at four schools were initiated in October as part of International Walk to School Day. It is anticipated that the top two candidates will be selected in order to begin implementation of the Countywide Walking School Bus Program in January 2013.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated February 2012)

A			
ABAG	Association of Bay Area Governments		ITS
ACTC	Alameda County Transportation Commission		Intelligent Transportation System
ADA	American Disabilities Act		J
AVA	Abandoned Vehicle Abatement		JARC
APDE	Advanced Project Development Element (STIP)		Jobs Access Reverse Commute Program
AQMD	Air Quality Management District		JPA
ARRA	American Recovery and Reinvestment Act		Joint Powers Agreement
B			L
BAAQMD	Bay Area Air Quality Management District		LATIP
BABC	Bay Area Bicycle Coalition		Local Area Transportation Improvement Program
BAC	Bicycle Advisory Committee		LEV
BART	Bay Area Rapid Transit		Low Emission Vehicle
BATA	Bay Area Toll Authority		LIFT
BCDC	Bay Conservation & Development Commission		Low Income Flexible Transportation Program
BT&H	Business, Transportation & Housing Agency		LOS
			Level of Service
			LS&R
			Local Streets & Roads
C			M
CAF	Clean Air Funds		MIS
CALTRANS	California Department of Transportation		Major Investment Study
CARB	California Air Resources Board		MOU
CCCC (4'Cs)	City County Coordinating Council		Memorandum of Understanding
CCCTA (3CTA)	Central Contra Costa Transit Authority		MPO
CCJPA	Capitol Corridor Joint Powers Authority		Metropolitan Planning Organization
CCTA	Contra Costa Transportation Authority		MTC
CEQA	California Environmental Quality Act		Metropolitan Transportation Commission
CHP	California Highway Patrol		MTS
CIP	Capital Improvement Program		Metropolitan Transportation System
CMA	Congestion Management Agency		N
CMIA	Corridor Mobility Improvement Account		NCTPA
CMAQ	Congestion Mitigation & Air Quality Program		Napa County Transportation & Planning Agency
CMP	Congestion Management Plan		NEPA
CNG	Compressed Natural Gas		National Environmental Policy Act
CTC	California Transportation Commission		NHS
			National Highway System
			NOP
			Notice of Preparation
D			O
DBE	Disadvantaged Business Enterprise		OTS
DOT	Department of Transportation		Office of Traffic Safety
E			P
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program		PAC
EIR	Environmental Impact Report		Pedestrian Advisory Committee
EIS	Environmental Impact Statement		PCC
EPA	Environmental Protection Agency		Paratransit Coordinating Council
EV	Electric Vehicle		PCR
			Planning & Congestion Relief Program
			PSR
			Project Study Report
			PDS
			Project Development Support
			PDA
			Priority Development Area
			PDT
			Project Delivery Team
			PDWG
			Project Delivery Working Group
			PMP
			Pavement Management Program
			PMS
			Pavement Management System
			PNR
			Park & Ride
			PPM
			Planning, Programming & Monitoring
			PPP (P3)
			Public Private Partnership
			PS&E
			Plans, Specifications & Estimate
			PSR
			Project Study Report
			PTA
			Public Transportation Account
			PTAC
			Partnership Technical Advisory Committee (MTC)
F			R
FEIR	Final Environmental Impact Report		RABA
FHWA	Federal Highway Administration		Revenue Alignment Budget Authority
FPI	Freeway Performance Initiative		RBWG
FTA	Federal Transit Administration		Regional Bicycle Working Group
			RFP
			Request for Proposal
			RFQ
			Request for Qualification
			RM 2
			Regional Measure 2 (Bridge Toll)
			RPC
			Regional Pedestrian Committee
			RRP
			Regional Rideshare Program
			RTEP
			Regional Transit Expansion Policy
			RTIF
			Regional Transportation Impact Fee
			RTP
			Regional Transportation Plan
			RTIP
			Regional Transportation Improvement Program
			RTPA
			Regional Transportation Planning Agency
G			S
GHG	Greenhouse Gas		SACOG
GIS	Geographic Information System		Sacramento Area Council of Governments
			SAFETEA-LU
			Safe, Accountable, Flexible, Efficient
			Transportation Equality Act-a Legacy for Users
H			
HIP	Housing Incentive Program		
HOT	High Occupancy Toll		
HOV	High Occupancy Vehicle		
I			
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITIP	Interregional Transportation Improvement Program		

SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program
T	
TAC	Technical Advisory Committee
TAM	Transportation of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement Program
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air Program
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management
U, V, W, Y, & Z	
UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

REVISED

Agenda Item VIII.B was inadvertently excluded from the July 11, 2012 meeting minutes approved by the STA Board at their September 12, 2012 meeting, therefore, the meeting minutes will be brought back to the STA Board of Directors for approval at its next regularly scheduled Board meeting on December 12, 2012.

Note: A declaration statement from STA's Clerk of the Board, Johanna Masiclat, is on the last page of the meeting minutes.



*Agenda Item VIII.A
December 12, 2012*

**SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
July 11, 2012**

I. CALL TO ORDER

Chair Batchelor called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Jack Batchelor, Chair	City of Dixon
	Steve Hardy, Vice-Chair	City of Vacaville
	Elizabeth Patterson	City of Benicia
	Harry Price	City of Fairfield
	Jan Vick	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Osby Davis	City of Vallejo
	John Vasquez (Alternate Member)	County of Solano

MEMBERS ABSENT:	Jim Spering	County of Solano
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STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Executive Director/Director of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiclat	Clerk of the Board
	Susan Furtado	Accounting & Administrative Svc. Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager
	Robert Guerrero	Senior Planner
	Sam Shelton	Project Manager
	Judy Kowalsky	Accounting Technician
	Sara Woo	Associate Planner
	Jessica McCabe	Assistant Project Manager
	Danelle Carey	Commuter Consultant
	Sheila Jones	Administrative Assistant
	Teliyah Bush	High School Intern
	Hannah Vincent	High School Intern

ALSO

PRESENT:

In Alphabetical Order by Last Name:

Morrie Barr	City of Dixon
George Gwynn, Jr.	Resident, City of Suisun City
Dr. Robert Fountain	Economist, SR 12 Economic Study
Dan Kasperson	City of Suisun City
Rod Moresco	City of Vacaville
Sandy Person	President, Solano EDC
Dale Pfeiffer	Project Manager, SR 12 Economic Study
Mike Roberts	City of Benicia
Matt Tuggle	County of Solano

II. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

III. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Alternate Board Member Vasquez, the STA Board approved the agenda to include an urgency provision due to the timing of comments to submit to MTC under Agenda Item IX.B, OBAG Project Selection. MTC issued the Regional Transportation Plan (RTP) Notice of Preparation (NOP) in June and has requested comments back by July 11, 2012. Several of the Bay Area Congestion Management Agencies (CMAs) have prepared letters in response to the RTP NOP. Therefore, an additional attachment containing the draft comments were prepared by STA staff. Staff is recommending Board authorization for the STA Chair to forward the RTP NOP comment letter to MTC as specified in Attachment H.

Under Agenda Item IX.B, OBAG Project Selection, the recommendation was modified as shown below in ***bold italics***:

Recommendation:

Approve the following:

1. Adopt Resolution No. 2012-12, provided as Attachment B, certifying that the Solano Existing OBAG Projects meet the requirements of the MTC OBAG Guidelines;
2. Issuance of a Unified Call for Projects for Solano OBAG projects as provided in Attachment F;
3. The programming of Cycle 2 OneBayArea Grant (OBAG) funds for the Dixon West B Street Undercrossing project as follows: \$1.141 M of Transportation Enhancements (TE) funds; and, \$1.394 M of Congestion Management and Air Quality (CMAQ) funds for a total of \$2.535 M;
4. Adopt Resolution No. 2012-13 of Local Support for Federal Funding provided as Attachment E, authorizing the filing of an application for federal funding and committing the necessary non-federal match and stating the assurance to complete the project;
5. Approve issuance of a Local Streets and Roads Call for Projects for Solano OBAG funds as provided in Attachment G; and
6. ***Approve transmittal of the comments specified in Attachment H to MTC in response to the RTP Notice of Preparation.***

IV. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn, Jr. commented on various budget issues. He commented on STA funds and that the agency should cut its costs.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- State Route (SR) 12 Economic Study
- STA FY 2012-13 & FY 2013-14 Budgets
- OneBayArea Grant (OBAG) Implementation
- Priority Development Areas (PDAs) Investment Strategy
- Annual Report on STA's Local Preference Policy

VI. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

None presented.

B. Caltrans Report:

None presented.

C. STA Reports:

A. Draft State Route 12 Economic Study

Dale Pfeiffer summarized the SR 12 Economic Study. Dr. Fountain discussed some of the key economic findings.

B. Directors Report:

- 1. Planning**
- 2. Projects**
- 3. Transit/Rideshare**

VII. CONSENT CALENDAR

On a motion by Board Member Price, and a second by Alternate Board Member Vasquez, the STA Board approved Consent Calendar Items A through F to include modifications to Item C, STA Purchasing System Policies and Manual (Protest and Appeals Procedure). At the request of Bernadette Curry, STA Legal Counsel, Section 800 of the Protest and Appeals Procedure was modified as shown below in *bold italics*.

A. Minutes of the STA Board Meeting of June 13, 2012

Recommendation:

Approve STA Board Meeting Minutes of June 13, 2012.

B. Draft Minutes of the TAC Meeting of June 27, 2012

Recommendation:

Approve Draft TAC Meeting Minutes of June 27, 2012.

C. STA Purchasing System Policies and Manual (Protest and Appeals Procedure)

Recommendation:

Adopt the attached Protest and Appeals Procedure included in Attachment A for incorporation in the STA Purchasing Systems Policies and Manual.

STA's Legal Counsel, Bernadette Curry requested to modify (shown in *bold italics*) Section 800. Appeal of Decision to read as follows:

800. Appeal of Decision

If requested, the Clerk of the Board shall schedule the appeal for hearing by an independent hearing officer, *selected by the STA Legal Counsel*, and provide written notice to the appellant by personal service not less than ten (10) calendar days from the date of the hearing.

D. Safe Routes to School (SR2S) Agreement Amendment #2 for Sub-Recipient Agreement with Solano County Public Health

Recommendation:

Authorize the Executive Director to enter into an agreement amendment retroactively to July 1, 2012 with Solano County Public Health to operate and deliver project and program tasks described in the SR2S 2-year Work Plan for Fiscal Years 2011-12 and 2012-13 as described in Attachment A.

E. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – July 2012

Recommendation:

Approve the FY 2012-13 Solano TDA Matrix – July 2012 as shown in Attachment A.

F. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Article 3 Project Resolutions

Recommendation:

Approve the following FY 2012-13 TDA Article 3:

1. Resolution No. 2012-10 as specified in Attachment A; and
2. Resolution No. 2012-11 as specified in Attachment B.

VIII. ACTION - FINANCIAL ITEMS

A. STA's Five (5) Year Estimated Operating Budget FY 2012-13 through FY 2016-17

Daryl Halls and Susan Furtado presented STA's five-year (FY 2012-13 through FY 2016-17) estimated expenditure projections for STA's operating budget. She cited that the report shows the estimated operating cost for programs and project activities over the next five years, which focuses on staffing cost and the general operating cost.

Public Comments:

George Gwynn, Jr. commented on the STA's projected budget increases.

Daryl Halls commented that the projected costs are estimates based on existing staff, insurance costs and the level of effort necessary for STA's programs and delivery of projects.

Board Comments

Board Member Patterson expressed her appreciation for staff’s good work in putting together STA’s five year budget projection, and she requested staff provide routine updates on the line-up of revenues with expenditures as well as assumptions that are used.

Daryl Halls commented that a five-year revenue projection will be provided as part of the mid-year budget update.

Recommendation:

Receive and file.

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

B. STA’s Fiscal Year (FY) 2012-13 Budget Revision and FY 2013-14 Proposed Budget

Daryl Halls presented the FY 2012-13 Budget Revision and FY 2013-14 Proposed Budget. He cited that the FY 2012-13 Budget Revision is balanced at a budget total of \$42.73 million, an increase due to the list of work tasks and construction projects. He noted that there are currently four (4) limited term contract employees funded by the three (3) new grants and a modified and reorganized staff plan resulting in an annual savings of \$150,000. He also noted that the FY 2013-14 Budget is balanced for a total of \$31.55 million for the continuation of programs and delivery of projects and limited contract employees being on their second year of budget funding availability.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

Approve the following:

1. Adopt the STA’s FY 2012-13 Budget Revision as shown in Attachment A; and
2. Adopt the STA’s FY 2013-14 Proposed Budget as shown in Attachment B.
3. Adopt the modified Organizational Chart, staff plan, and salary schedule as specified in Attachments D and E.

On a motion by Board Member Patterson, and a second by Vice Chair Hardy, the STA Board unanimously approved the recommendation.

IX. ACTION – NON-FINANCIAL ITEMS

A. SolanoExpress Intercity Ridership Study

Liz Niedziela provided an overview of STA’s 2012 SolanoExpress Intercity Ridership Study. She summarized the purpose of the study and provided a brief summary of the survey results. She cited that the local ridership studies summaries would be provided to the STA Board in September 2012.

Public Comments:

None presented.

Board Comments

None presented.

Recommendation:

Approve the 2012 Intercity Transit Ridership Survey Reports as shown in Attachment A *with the revised Appendix II.*

On a motion by Board Member Sanchez, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation as amended shown above in *bold italics.*

B. Amended - OneBayArea Grant (OBAG) Project Selection

Robert Macaulay presented the project selection process for the OneBayArea Grant (OBAG) for FY 2012-13 through FY 2015-16. He explained the OBAG funds available to STA and the certification of existing commitments. He reviewed the programming of Cycle 2 OneBayArea Grant (OBAG) funds for the Dixon West B Street Undercrossing project as follows: \$1.141 M of Transportation Enhancements (TE) funds; and, \$1.394 M of Congestion Management and Air Quality (CMAQ) funds for a total of \$2.535 M. He cited that a Board Workshop to discuss the OBAG Project Selection Criteria and Priorities will be scheduled in September 2012.

He stated that as a part of the RTP process, MTC is required to prepare an Environmental Impact Report (EIR). Prior to preparation of the Draft EIR (DEIR), MTC is required to issue a Notice of Preparation (NOP). An NOP is a notice to interested parties that a DEIR will be prepared, and a request that those interested parties comment on what the scope and content of the DEIR should be.

MTC issued the RTP NOP in June, and has requested comments back by July 11, 2012. Several of the Bay Area Congestion Management Agencies (CMAs) have prepared letters in response to the RTP NOP.

Attachment H contains the draft comments prepared by STA staff. This letter focuses on key areas of interest to STA and its member agencies. He noted staff is recommending Board authorization for the STA Chair to forward the RTP NOP comment letter to MTC.

Public Comments:

George Gwynn, Jr. expressed his opposition to further work on the train station in Dixon.

Board Comments

Board Member Patterson commented on the STA's response letter to MTC's NOP on Plan Bay Area. She stated that the existing RTP should also be analyzed using the current RTP environmental standards, and asked that wording to that effect be put in the STA's comment letter. She also noted that lack of funds to implement projects in Plan Bay Area is a serious issue, and the EIR should address the lack of funding. Finally, she concluded that sea level rise is occurring, and it may not make sense for the EIR to address what would happen if the sea level rise did not occur. She commented on flood concerns for coastal communities.

Steve Hardy commented that he doesn't support Agenda 21 and questioned if it related to this topic in any way.

Daryl Halls stated that staff is taking a regional approach to frame it so future transportation investment can take place. He stated there are different opinions on Agenda 21, but STA is focused on complying with state statutes.

Steve Hardy commented that he strongly opposes Agenda 21 and concluded with his appreciation to Mr. Halls and STA staff on their planning efforts.

Recommendation:

Approve the following:

1. Adopt Resolution No. 2012-12, provided as Attachment B, certifying that the Solano Existing OBAG Projects meet the requirements of the MTC OBAG Guidelines;
2. Issuance of a Unified Call for Projects for Solano OBAG projects as provided in Attachment F;
3. The programming of Cycle 2 OneBayArea Grant (OBAG) funds for the Dixon West B Street Undercrossing project as follows: \$1.141 M of Transportation Enhancements (TE) funds; and, \$1.394 M of Congestion Management and Air Quality (CMAQ) funds for a total of \$2.535 M;
4. Adopt Resolution No. 2012-13 of Local Support for Federal Funding provided as Attachment E, authorizing the filing of an application for federal funding and committing the necessary non-federal match and stating the assurance to complete the project;
5. Approve issuance of a Local Streets and Roads Call for Projects for Solano OBAG funds as provided in Attachment G; and
6. *Approve transmittal of the comments specified in Attachment H to MTC in response to the RTP Notice of Preparation.*

On a motion by Board Member Sanchez, and a second by Board Member Price, the STA Board unanimously approved the recommendation as amended shown above in *bold italics*.

C. Development of Priority Development Area (PDA) Investment Strategy and Schedule

Robert Guerrero reviewed the development of PDA Investment Strategy Plan. He cited that the purpose of the PDA Investment Strategy is to ensure that CMAs have a transportation priority-setting process for OBAG funding that supports and encourages development in the region's PDA. He cited that staff is recommending a four-year PDA Implementation Process and Schedule that includes reconvening participants from the Transportation of Sustainable Communities Plan Working Group to provide technical assistance in developing the PDA Investment Strategy.

Public Comments:

None presented.

Board Comments

None presented.

Recommendation:

Approve the process and schedule for the development of Solano's Priority Development Strategy as outlined in Attachment B.

On a motion by Vice Chair Hardy, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

X. INFORMATIONAL

A. STA's Local Preference Policy FY 2011-12 Year-End Report

Judy Kowalsky provided a year-end report for STA's Local Preference Policy (LPP) for FY 2011-12. She reported the percent of local vendors and total contracts initiated that were subject to LPP based on the type of funding source used to fund the activity. She added that STA executed a total of fifteen (15) contracts in which two (2) were subject of the LPP requirement. She concluded by stating that the number of local vendors utilized in the delivery of various projects and programs increased from seventy (70) to eight-four (84) percent with total local dollars spent increased in the amount of \$518,228.

B. Highway Projects Status Report:

- 1. I-80/I-680/State Route (SR) 12 Interchange**
- 2. I-80 Eastbound Cordelia Truck Scales Relocation**
- 3. I-80 Express Lanes**
- 4. Redwood Pkwy -Fairgrounds Dr. Access Improvements**
- 5. Jepson Parkway**
- 6. State Route 12 (Jameson Canyon)**
- 7. State Route 12 East SHOPP**
- 8. I-80 SHOPP Rehabilitation**

Janet Adams provided an overview of the construction status of the I-80 Cordelia Truck Scales Relocation project, the State Route (SR) 12 Jameson Canyon, and SR 12 East SHOPP Rehabilitation.

NO DISCUSSION

C. Draft State Route (SR) 12 Economic Study

D. Legislative Update

E. Mapping of Local Streets and Roads Submitted Projects

F. Funding Opportunities Summary

G. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2012

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

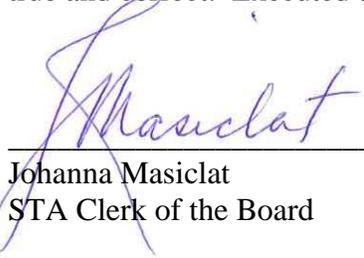
The meeting was adjourned at 7:40 p.m.

The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, September 12, 2012, Suisun City Hall Council Chambers.**

I, Johanna Masiclat, declare:

I am the Clerk to the Solano Transportation Authority Board of Directors and am responsible for preparing the minutes of the Board's actions. I have reviewed the tape of the meeting of July 11, 2012 and have revised the minutes to accurately reflect the action of the Board taken. The revised minutes will be presented to the STA Board of Directors for approval at its next regularly scheduled Board meeting on December 12, 2012.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed this 17th day of October, 2012 in Suisun City, CA.



Johanna Masiclat
STA Clerk of the Board

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SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
October 10, 2012

I. CALL TO ORDER

Chair Batchelor called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT: Jack Batchelor, Chair City of Dixon
Steve Hardy, Vice-Chair City of Vacaville
Elizabeth Patterson City of Benicia
Harry Price City of Fairfield
Jan Vick City of Rio Vista
Pete Sanchez City of Suisun City
Osby Davis City of Vallejo
John Vasquez (Alternate) County of Solano

MEMBERS Jim Sperring County of Solano
ABSENT:

STAFF

PRESENT: Daryl K. Halls Executive Director
Bernadette Curry Legal Counsel
Janet Adams Deputy Executive Director/Director of Projects
Robert Macaulay Director of Planning
Johanna Masiclat Clerk of the Board
Jayne Bauer Legislative & Marketing Program Manager
Susan Furtado Accounting & Administrative Svc. Manager
Liz Niedziela Transit Manager
Judy Leaks Program Manager
Robert Guerrero Senior Planner
Sam Shelton Project Manager
Sara Woo Associate Planner
Jessica McCabe Assistant Project Manager
Danelle Carey SR2S Assistant Program Manager

**ALSO
PRESENT:**

In Alphabetical Order by Last Name:

Morrie Barr	City of Dixon
Tony Bruzone	ARUP
Mitchell Conner	ArchiLOGIX
Jim Ducoing	Member of the Public
Bill Emlen	County of Solano
Dan Kasperson	City of Suisun City
Wayne Lewis	City of Fairfield
Phil McGuire	Innovative Paradigms
Brian McLean	Vacaville City Coach
Sandy Person	Solano EDC
Dale Pfeiffer	Solano EDC
Robert Powell	Member of the Public
Elizabeth Richards	Elizabeth Richards Consulting
Mike Roberts	City of Benicia
Alvina Sheeley	Member of the Public
Peter Stanley	ArchiLOGIX
Nancy Whelan	Nancy Whelan Consulting
Alan Zahradnick	ARUP

II. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

III. APPROVAL OF AGENDA

On a motion by Board Member Vick, and a second by Board Member Sanchez, the STA Board approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

Robert Powell commented on reconstituting the bus service along the I-80 corridor to include more bike facilities throughout the intermodal transit facilities (i.e. more bike locks, lockers, etc.) in Solano County. He also commented regarding the White Slough Trail entrance at SR 37/Sacramento Street being gated and that it is not accessible to the public.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following topics:

- STA's Draft Legislative Platform and Priorities for 2013
- OneBayAreaGrant (OBAG) Criteria for Project Selection
- Development of MOU with Yoche Dehe Wintun Nation for Tribal Consultations
- State Route 12/Church Road Funding Plan
- Suisun City Train Station Improvements
- State Route 12 Economic Study Wrap up
- Initiation of Solano Mobility Management Plan
- Kick-Off Countywide Coordinated Short Range Transit Plan
- STA Partnerships with Local Schools to Commemorate International Walk to School Day
- STA Staff Update

VI. COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

MTC Report:

None presented.

Caltrans Report:

None presented.

STA Reports:

A. Announcement of Nominees for STA's 15th Annual Awards

B. Directors Report:

1. Planning

2. Projects

Janet Adams announced that the Redwood Parkway Public Meeting is scheduled on October 11th at Cooper Elementary School.

3. Transit/Rideshare

International Walk to School Day was presented by Danelle Carey.

VII. CONSENT CALENDAR

On a motion by Board Member Price, and a second by Board Member Vick, the STA Board approved Consent Calendar Items A through L.

A. Minutes of the STA Board Meeting of September 12, 2012

Recommendation:

Approve STA Board Meeting Minutes of September 12, 2012.

B. Minutes of the STA Board One Bay Area Grant (OBAG) Public Input Meeting of September 12, 2012

Recommendation:

Approve STA Board OBAG Public Input Meeting Minutes of September 12, 2012.

C. Draft Minutes of the TAC Meeting of September 26, 2012

Recommendation:

Approve Draft TAC Meeting Minutes of September 26, 2012.

D. STA's Proposed Fiscal Year (FY) 2011-12 Final-Year Budget Amendment

Recommendation:

Receive and file.

E. Fiscal Year (FY) 2011-12 Fourth Quarter Budget Report

Recommendation:

Receive and file.

F. Fiscal Year (FY) 2012-13 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Approve the following for the FY 2012-13 TFCA Program:

1. Reduce Benicia's Smart Growth/Safe Routes to School Project on Rose Drive Project TFCA allocation to \$25,500; and
2. Increase SNCI Rideshare Program's TFCA allocation by \$34,328.

G. Jepson Parkway Concept Plan Update

Recommendation:

Approve the 2012 Jepson Parkway Concept Plan Update Overall Scope of Work and Community Workshop Format as shown in Attachment A.

H. Intercity Transit Funding Agreement for SolanoExpress Route for Fiscal Year (FY) 2012-13 and 2013-14

Recommendation:

Authorize the Executive Director to execute the FY 2012-13 and FY 2013-14 Intercity Transit Funding Agreement.

I. Greenhouse Gas Reduction Plan Contract Approval

Recommendation:

Authorize the Executive Director to:

1. Execute a contract with AECOM to deliver tasks in the scope of work included in Attachment A, for an amount not to exceed \$153,800;
2. Execute individual contracts with the participating jurisdictions for development and implementation of the tasks identified in Attachment A, for a total amount not to exceed \$44,180; and
3. Execute an amendment to the agreement with Solano County to allow STA to administer the steps needed to implement the tasks identified in the SGC grant.

J. Environmental Mitigation for the I-80/I-680/State Route (SR) 12 Interchange Phase 1 Project

Recommendation:

Authorize the Executive Director to enter into agreements to provide the environmental mitigation required by the I-80/I-680/SR 12 Interchange – Phase 1 project for a not-to-exceed amount of \$9.9 M.

K. I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project

Recommendation:

Authorize the Executive Director to finalize and execute the utility relocation agreement between STA and PG&E for the I-80/I-680/State Route (SR) 12 Westbound (WB) I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements Project.

L. I-80/I-680/State Route (SR)12 Interchange Project

Recommendation:

Approve the attached Resolution No. 2012-17 and Funding Allocation Request from the Metropolitan Transportation Commission (MTC) for \$5.98 million in bridge toll funds for the I-80/I-680/SR 12 Interchange Project for right-of-way phase.

VIII. ACTION – FINANCIAL ITEMS

A. Approval of OneBayArea Grant (OBAG) Local Streets and Roads (LS&R) Project Funding Swap for City of Vallejo

Sam Shelton reviewed the deliverability of both the City of Vallejo's OBAG LS&R project (Georgia Street) and requested OBAG CMAQ project (Maine Street). He noted that Vallejo Public Works staff originally requested to use the City of Vallejo's formula share of STP LS&R formula funds for a Georgia Street project and requested CMAQ competitive funds for a Maine Street project, the latter not being eligible for CMAQ funding.

Mr. Shelton reviewed the City of Vallejo's fund swap request that would allow the City of Vallejo to completely fund their Georgia Street project with \$173,000 of STP LS&R funds for street rehabilitation and \$611,000 of swapped CMAQ funds for streetscape enhancement.

Public Comments:

None presented.

Board Comments

Board Member Patterson asked if the STA TAC has reviewed STA Staff's recommendation. Mr. Shelton answered that due to the timing of the City of Vallejo's request for the swap, comments from TAC members were not noted in the staff report. Daryl Halls clarified that while the STA TAC did not review the recommendation during their normal meeting, STA staff did circulate the recommendation by email to all TAC members prior to the STA Board meeting. Board Member Patterson requested that staff clearly note STA TAC comments for future reports and presentations.

Recommendation:

Approve the swap of \$611,000 of the City of Vallejo's One Bay Area Grant (OBAG) Local Streets and Roads Surface Transportation Program (STP) funding for \$611,000 OBAG Congestion Mitigation and Air Quality (CMAQ) for the City of Vallejo's Georgia Street Streetscape project.

On a motion by Board Member Patterson, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

IX. ACTION – NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Funding Criteria

Robert Macaulay reviewed the recommended Solano OBAG CMAQ Project and Program Criteria, examples of project rating, and the revised STP/CMAQ funding. He noted that on September 28, 2012, MTC announced a shift in the balance of STP and CMAQ funds provided to each county resulting in additional STP funds of \$1.3 million and approximately \$6.3 million in CMAQ funding for OBAG-eligible projects. He added that at the November Technical Advisory Committee (TAC) and December Board, staff will present the final OBAG funding package, including STP formula distribution, and will recommend projects funding with the available OBAG CMAQ funds.

Public Comments:

None presented.

Board Comments

Board Member Price commented that the City of Fairfield's assumption of a disproportionate housing allowance with lack of a fair share of funds places a financial burden on the City of Fairfield as explained in his letter on the topic.

Board Member Patterson commented that the sample matrix did not reflect projects for Rio Vista and Benicia. She recommended dropping Criteria No. 13 because it is not a requirement and is based on qualification. She stated that the matrix should include potential goals for all cities thus creating a fair process. She explained that fewer projects listed on the matrix gives the opportunity to flush out projects that would not be competitive with the larger population. She recommended that staff come back to this item as it is not ready to be approved as presented.

Daryl Halls described the two level process for the funding criteria, the first is the screening criteria, if the project doesn't meet the criteria then it would not make it to level two, which is the ranking criteria. He stated that Criteria No. 13, as proposed, would not be a screening criteria, only a ranking criteria.

Board Member Patterson recommended to approve the recommendation to include direction to staff to come back with a methodology for implementing the criteria with a more "fair and equitable" approach.

Recommendation:

Adopt the Solano OBAG CMAQ Project and Program Criteria as shown in Attachment A.

On a motion by Board Member Patterson, and a second by Board Member Davis, the STA Board unanimously approved the recommendation to include direction to staff to come back with a methodology and approach for implementing the criteria.

B. Suisun City Train Station Improvements

Jessica McCabe reviewed preliminary discussions between the STA staff, City of Suisun City, and Capitol Corridor Joint Powers Authority (CCJPA) staff regarding the project and proposed improvements to facilities, signage and access to the adjacent area. She cited that based on the preliminary discussions, Suisun City developed a list of items to be upgraded at the Train Station and the surrounding grounds, and identified a recommended level of routine maintenance.

Public Comments:

None presented.

Board Comments

Board Member Patterson commended the City of Suisun City, noted she supports the partnership, and asked that staff consider looking into the PG&E Solar upgrade program

Recommendation:

Approve the following:

1. Authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage.

On a motion by Board Member Patterson, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation to authorize the Executive Director to develop a funding plan with City of Suisun City for Suisun Train Station improvements and way finding signage.

2. Authorize the STA Chair to appoint a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board approved the recommendation to authorize the STA Chair to appoint a Board subcommittee to review improvements to Suisun City Train Station and recommend a funding plan to the STA Board.

C. State Route (SR) 12/Church Road Assessment and Funding Plan

Janet Adams reviewed the assessment that will help STA determine if it is feasible to initiate the environmental documentation for the project. She cited that the STA is working with Solano Economic Development Corporation (EDC) and the City of Rio Vista on this assessment, and would need to develop a funding plan for all the work required to construct this project which would include the environmental document, the right-of-way acquisition /dedication and the construction funding.

Public Comments:

None presented.

Board Comments

None presented.

Recommendation:

Authorize the development of a funding plan with the City of Rio Vista for SR 12/Church project pending the results of the assessment currently underway by the Solano Economic Development Corporation.

On a motion by Board Member Vick, and a second by Board Member Price, the STA Board unanimously approved the recommendation.

D. STA's Draft 2013 Legislative Priorities and Platform

Jayne Bauer recommended distributing the draft document for a 30-day review and comment period. She identified the primary proposed changes (see PPT). She noted that the Final Legislative Priorities and Platform will be placed on the December 2012 STA Board agenda for consideration of adoption.

Public Comments:

None presented.

Board Comments

Board Member Patterson *requested language be inserted into the Draft 2013 Legislative Priorities and Platform to address the state cap and trade program.*

Recommendation:

Distribute the STA's Draft 2013 Legislative Priorities Platform for a 30-day review and comment period.

On a motion by Board Member Patterson, and a second by Board Member Price, the STA Board unanimously approved the recommendation with consideration to include Board Member Patterson's request as shown above in *bold italics*.

E. Guiding Principles for Development of Intergovernmental Memorandum of Agreement with Yocha Dehe Wintun Nation

Bernadette Curry reviewed the development of Guiding Principles for Development of Intergovernmental Memorandum of Agreement between the STA and Yocha Dehe Wintun Nation. She cited that Tribal Council approved the Guiding Principles and following approval, the STA and the Tribe will prepare a Memorandum of Agreement (“MOA”) that memorializes the parties’ expectations and obligations defined in the Guiding Principles.

Public Comments:

None presented.

Board Comments

None presented.

Recommendation:

Approve the following:

1. Guiding Principles for development of Intergovernmental Memorandum of Agreement with Yocha Dehe Wintun Nation; and
2. Authorize the STA Board Chair to execute the Memorandum of Agreement to be negotiated based on the Guiding Principles.

On a motion by Vice Chair Hardy, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

F. State Route 12 Economic Study Wrap-Up

Peter Stanley and Mitchell Conner, ArchiLOGIX, reviewed the public outreach process that has been conducted and summarized the opinions provided by those who surveyed. He cited that the SR 12 Corridor Study, the Economic Study, and the Rio Vista Bridge Study will then form the foundational documents for local and regional action to improve the SR 12 corridor.

Public Comments:

None presented.

Board Comments

Board Members Price and Vick thanked the STA and Solano EDC and the project managers for initiating and supporting this process.

Recommendation:

Receive the SR 12 Economic Analysis.

X. INFORMATIONAL – DISCUSSION

A. Mobility Management Plan

Phil McGuire, Innovative Paradigms, presented the Mobility Management Plan. He reviewed the functions, benefits, and expectations being planned for Solano County. He provided status to the planning process and the role of the advisory committee.

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 28, 2012

I. CALL TO ORDER

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

Present:

TAC Members Present	Mike Roberts	City of Benicia
	George Hicks	City of Fairfield
	Dave Mellili	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Shawn Cunningham	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Bill Emlen	County of Solano

STA Staff Present:

(In Alphabetical Order by Last Name)

Janet Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Johanna Masielat	STA
Jessica McCabe	STA
Liz Niedziela	STA
Sam Shelton	STA
Sara Woo	STA

Others Present:

(In Alphabetical Order by Last Name)

Geoff Adams	Stantec
Nicholas Burton	County of Solano
Amanda Dum	City of Suisun City
David Espinosa	City of Vallejo
Philip Kamhi	SolTrans
Jim McElroy	SolTrans
Angie Perkins-Haslam	SolTrans
Robert Powell	Member of the Public

II. APPROVAL OF THE AGENDA

On a motion by Dan Kasperson, and a second by David Kleinschmidt, the STA TAC unanimously approved the agenda to include an amendment to the recommendation for Agenda Item V.D which now read as (change indicated in bold italics):

Recommendation:

Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip *as proposed by SolTrans*.

III. OPPORTUNITY FOR PUBLIC COMMENT

Robert Powell, Resident of Vallejo, commented that bicycling in Solano County should be looked at in a transportation perspective countywide. He cited that it is an important component to our transportation system that is neglected. He added that addressing bicycle transportation issues should be included in the beginning of all roadway improvement projects. Robert Powell also addressed other issues regarding accessibility at SR 37/Sacramento Street in Vallejo and the public trails on I-80 that have been blocked off by a gate that prevents public access.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: None presented.

Other: None presented.

V. CONSENT CALENDAR

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC approved Consent Calendar Items A, D (as amended shown below in *bold italics*), and E.

At the request of the Cities of Benicia and Suisun City, Items B, TDA Matrix for FY 2012-13 (December 2012) and Item C, Proposed SolanoExpress Route 78 Service Changes, were pulled for discussion.

A. **Minutes of the TAC Meeting of September 26, 2012**

Recommendation:

Approve TAC Meeting Minutes of September 26, 2012.

B. Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – December 2012

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2012-13 TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.

Dan Kasperson asked if claims can be made later. Not enough substance as of yet. Liz Niedziela responded that the TDA Matrix is for FY 2012-13 and discussions for claims in FY 2013-14 will be made in May 2013.

On a motion by Dan Kasperson, and a second by Mike Roberts, the STA TAC approved the recommendation.

C. Proposed SolanoExpress Route 78 Service Changes

Recommendation:

Forward a recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.

Mike Roberts asked if the proposed changes are different than the changes made by the SolTrans TAC. SolTrans staff stated no.

On a motion by Mike Roberts, and a second by David Kleinschmidt, the STA TAC approved the recommendation.

D. Proposed Changes to SolanoExpress Route 85

Recommendation:

Forward a recommendation to the STA Board to approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip *as proposed by SolTrans*.

E. OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) Project Delivery Schedules

Recommendation:

Forward a recommendation to the STA Boards to approve the project delivery schedules and milestones for OBAG LS&R projects as shown in Attachments B and C, as part of the STA Project Delivery policies.

Pg.

VI. ACTION FINANCIAL ITEMS

A. Green Valley Interchange Funding Agreement

This item was tabled until the next TAC meeting on January 2, 2013.

B. Additional OneBayArea Grant (OBAG) Funds for Local Streets and Roads (LS&R) Projects

Sam Shelton reviewed MTC's proposal to shift \$1.38M of OBAG CMAQ to STP based on a request from Bay Area CMAs for MTC to make available additional STP funds to the County OBAG process. He noted that once MTC takes action in December to shift OBAG funding, staff has estimated the distribution of \$1.38M using prior LS&R formula distribution. He added that most local agencies are estimated to receive about \$100,000 to \$200,000 in additional funding.

Mike Roberts, City of Benicia, requested to swap projects on Exhibit B from Southampton Road (I-780 to Bay View Villas) to East 2nd Street.

Recommendation:

Forward a recommendation to the STA Board to program \$1.38 M of Surface Transportation Program (STP) funds for Local Streets and Roads projects as described in Attachments B and E.

On a motion by Dan Kasperson, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

VII. ACTION NON-FINANCIAL ITEMS

A. OneBayArea Grant (OBAG) Funding Criteria

Robert Guerrero reviewed staff's recommendation to distribute the increase in STP funds to the local jurisdictions based upon the existing formula increasing funds to each of the recipient jurisdictions for Local Streets and Roads. He added that the undistributed \$611,000 in STP funds will be able to support other OBAG projects or programs as part of the programming of OBAG funds. Robert Guerrero continued by stating that at the January 2, 2013 TAC meeting, staff will present the ranking matrix, with a draft ranking for each of the qualified projects or programs. In addition, staff will also present information on the cost of the highest ranked projects and programs in relation to the \$5.6 million in CMAQ funds and at least 50% of the OBAG funds must be spent in or in support of PDAs.

Bill Emlen requested to include bicycle and pedestrian projects under the criteria that encourages or facilitates projects to use public transit or other use of alternative modes (criteria #11 of Attachment A).

Dan Kasperson asked staff to provide further explanation on the approach to use qualitative versus quantitative criteria for prioritizing the OBAG projects. Daryl Halls responded that the STA Board's direction is to use a qualitative approach given the limited funding available this cycle and deadline to prioritize the projects. Mr. Kasperson also mentioned that he thought Suisun City raised their RHNA numbers to qualify a yes answer for criteria # 8 (housing proportional share). Robert Guerrero responded that he would clarify Suisun's RHNA numbers with input from the Solano Planning Directors.

Recommendation:

Forward a recommendation to the STA Board to:

1. Adopt the Solano OBAG Project and Program Screening Criteria Assessment as shown in Attachment B; and
2. Hold \$611,000 in STP funds for use to support future OBAG projects and programs, subject to allocation by the STA Board.

On a motion by Dave Mellili, and a second by Shawn Cunningham, the STA TAC unanimously approved the recommendation.

B. I-80/I-680/State Route (SR) 12 Interchange Project and Certification of the Final Environmental Impact Report

Janet Adams reviewed the evaluation process of the alternatives conducted in the EIR/EIS and the comments received from the public and agencies. She noted the preferred Alternative C-1 would be constructed in seven (7) separate construction packages. She added that Caltrans and STA have funds to begin construction (Package 1) and design plans are being prepared for the Initial Construction Package (ICP) that is anticipated to be ready to list and advertise for construction in Spring 2013.

Recommendation:

Based on the extensive evaluations of the alternatives conducted in the EIR/EIS, comments received from the public and agencies during the EIR/EIS review process, and considering the traffic, engineering and operational aspects of all the alternatives, the STA TAC recommends the STA Board take the following actions:

1. **APPROVE** a resolution accepting the Environmental Impact Report prepared by Caltrans for the Project; and
2. **ACCEPT** the Caltrans prepared Project Report and **APPROVE** the Alternative C-1 for the I-80/I-680/SR 12 Interchange Project; and
3. **DIRECT** the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees, if necessary.

On a motion by David Kleinschmidt, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

C. STA's Draft 2013 Legislative Priorities and Platform

Jayne Bauer noted that no other comments have been received and the Final 2013 Legislative Platform and Priorities will be placed on the December 2012 STA Board agenda for consideration of adoption. She commented that all comments, including the cap and trade language, has been added to the Final 2013 Legislative Priorities and Platform for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's 2013 Legislative Priorities Platform, including the cap and trade points as indicated.

On a motion by Mike Roberts, and a second by George Hicks, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL - DISCUSSION

A. Presentation and Status of Curtola & Lemon Park and Ride Lot Expansion

Jim McElroy presented the Vallejo Curtola Parking Lot Expansion and Transit Center Curtola Parkway and Lemon Street project. He provided a status report on the project including the re-scoping of Phase 1 and tasks accomplished so far.

B. Updated Regional Transportation Impact Fee (RTIF) Project Package Proposals

Sam Shelton noted that the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility update study, rather than propose a new RTIF fee. He added that STA staff has scheduled the RTIF Policy Committee (comprised of Mayors, City Managers, County Administrator, and one County Supervisor) on December 12, 2012 to discuss the recommendations and the potential for coordinating the STA's RTIF process with the County's Public Facility Fee update process.

C. Project Initiation Document (PID) Reimbursement and Program Update

Jessica McCabe reviewed the verified list on the proposed new PIDs for FY 2012-13 as Caltrans prepares to submit new fiscal year reimbursement work to the Department of Finance for reimbursement authority. She added that Caltrans sent notice in October that there would be a policy update to the PID reimbursement program, per the passage of Assembly Bill (AB) 1477 on September 30, 2012. As such, all existing and new PID cooperative agreements will be revised/prepared to exclude the Indirect Cost Recovery Plan (ICRP) related costs for FY 2012-13 in which Caltrans was given the authority to prepare/negotiate new reimbursed PID COOPs with local partners for FY 2012-13.

D. Climate Action Plan (CAP) Update

Not presented.

NO DISCUSSION

E. Solano Employer Commute Challenge 2012 – Final Results

F. Funding Opportunities Summary

G. STA Board Meeting Highlights of September 12, 2012

H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2013

IX. ADJOURNMENT

The meeting was adjourned at 3:00 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 2, 2013.**



DATE: November 28, 2012
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: Fiscal Year (FY) 2012-13 First Quarter Budget Report

Background:

In July 2012, the STA Board approved the Budget Revision for FY 2012-13. The budget revision included the anticipated amount of funds carryover from FY 2011-12 for the continuation and completion of multi-year contracts, changes in project activities, and Project Studies that have been approved by the STA Board. A mid-year adjustment to the fiscal year budget is scheduled to occur in February 2013.

Discussion:

The STA revenue and expenditure activity (Attachment A) for the FY 2012-13 First Quarter reflects the overall STA program administration and operations expenditure at 5% of the budget with total revenue received at 10% of budget projections.

Revenues:

Revenues received during the First Quarter of the fiscal year primarily consist of quarterly or annual advances. As most STA programs are funded with grants on a reimbursement basis, the reimbursements from fund sources for the First Quarter were billed and received after the quarter ending September 30, 2012. As of September 30, 2012, the total revenue billed and received is \$4.2 million (10%). The revenue budget highlights are as follows:

1. The Members Contributions for FY 2012-13 of \$260,524 have been received from all member agencies with the exception of the City of Fairfield.
2. The Transportation Development (TDA) Art. 4/8 fund of \$326,274 and the OneBayArea Grant (OBAG)/State Surface Transportation (STP) fund of \$149,985 was received for transportation planning and administration.
3. The State Transit Assistance Fund (STAF) of \$723,428 was received. With the approval of the Assembly Bill (AB) 1219, STA now receives this fund directly from apportionments under the population formula, to be used for public transportation purposes, including countywide transit planning and coordination for Solano County.
4. The Regional Rideshare Program (RRP) fund of \$43,562 and the Eastern Solano Congestion Mitigation Air Quality (ECMAQ) fund of \$16,126 were received for the Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) program administration.
5. Regional Measure (RM) 2 funds in the amount of \$1.3 million were received for five different RM 2 projects: I-80 I-80/I-680/ SR 12 Interchange Project, I-80 East Bound Truck Scales Relocation Project, I-80 Express Lanes, I-80 High Occupancy Vehicle (HOV) Lanes Project follow-up, and the North Connector East Project Closeout and Mitigation.
6. The Dixon B Street Undercrossing Project has advanced funding carried over from the prior year in the amount of \$976,022 for the continuation of the project.

Expenditures:

STA's projects and programs are underway and expenditures are within budget projections. The expenditure highlights are as follows:

1. STA's Management and Operations is within the First Quarter budget projection at 20% of budget.
2. Transit and Rideshare Services/Solano Napa Commuter Information (SNCI) is at 7% of budget.
3. Project Development is at 4% of budget.
4. Strategic Planning is at 9% of budget.

Project consultant billings for projects such as the Mobility Management Plan/Program, the Transit Sustainability Study, the SR 12/Jameson Canyon Project, the Abandoned Vehicle Abatement (AVA) Program, the Climate Action Plan, and the Alternative Fuel Plan Implementation were submitted after the end of the Quarter. Therefore, the forecasted expenditures for these projects for actual work completed are not reflective of the budget ratio for the first quarter.

The total revenue and expenditure for the First Quarter is consistent with the projected FY 2012-13 budgets.

Fiscal Impact:

The First Quarter Budget for FY 2012-13 is within budget projections for the Revenue received of \$4.2 million (10%) and Expenditures of \$2 million (5%).

Recommendation:

Receive and file.

Attachments:

- A. STA FY 2012-13 First Quarter Budget Report
- B. 2013 Budget and Fiscal Reporting Calendar

December 12, 2012

REVENUES				EXPENDITURES			
<i>STA Fund</i>	FY 12-13 Budget	Actual Received	%	<i>Operations & Administration</i>	FY 12-13 Budget	Actual Spent YTD	%
MembersContribution/Gas Tax (Reserve Accounts)	108,000	108,000	100%	Operations Management	1,506,711	338,520	22%
Members Contribution/Gas Tax	171,552	152,524	89%	STA Board of Directors/Administration	48,000	3,155	7%
Transportation Dev. Act (TDA) Art. 4/8	403,064	326,274	81%	Expenditure Plan	50,000	0	0%
TDA Art. 3	63,297	0	0%	Contributions to STA Reserve Account	108,000	0	0%
State Transit Assistance Fund (STAF)	1,414,548	723,428	51%	Subtotal	\$1,712,711	\$341,675	20%
One Bay Area Grant (OBAG)/Surface Transportation Program (STP)	741,541	149,985	20%	Transit and Rideshare Services/SNCI			
STIP Planning, Programming and Monitoring (PPM)	386,039	0	0%	Transit/SNCI Management/Administration	415,037	78,921	19%
MTC Grant	215,000	0	0%	Employer/Van Pool Outreach	14,200	1,847	13%
Federal Earmark	42,955	0	0%	SNCI General Marketing	41,500	4,242	10%
Regional Measure (RM) 2 - North Connector - Design	2,310	2,425	105%	Commuter Challenge	34,000	444	1%
RM 2 - I-80 Express Lanes	45,620	10,763	24%	Bike to Work Campaign/Incentives	20,000	200	1%
RM 2 - I-80 HOV Lanes/SOHIP	14,582	4,174	29%	Bike Links	5,000	0	0%
RM 2 - I-80 Interchange Project	41,931	13,683	33%	Emergency Ride Home (ERH) Program	5,000	336	7%
RM 2 - I-80 East Bound (EB) Truck Scales Relocation	22,356	3,785	17%	Rideshare Services - Napa	30,000	11,344	38%
Transportation for Clean Air (TFCA)	252,894	45,148	18%	Safe Route to School (SR2S)Program	660,863	29,864	5%
TFCA - NCTPA	30,000	9,537	32%	Transit Management Administration	105,232	16,675	16%
TFCA Regional Grant	24,622	0	0%	Transit CorridorStudy (SRTP)	380,000	0	0%
Yolo/Solano Air Quality Management District (YSAQMD)	19,493	19,493	100%	Lifeline Program	16,000	943	6%
Congestion Mitigation Air Quality (CMAQ)	581,337	0	0%	Paratransit Coordinating Council (PCC)	45,000	7,881	18%
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)	150,000	16,126	11%	Solano Express Marketing	150,000	779	1%
Regional Rideshare Program (RRP)	240,000	43,562	18%	SolTrans Marketing	100,000	19,579	20%
JARC	250,000	0	0%	Solano Senior & People with Disabilities Plan Implementation/Committee	25,000	8,351	33%
Abandoned Vehicle Abatement (AVA) Program/DMV	10,000	0	0%	Mobility Management Plan/Program	500,000	0	0%
Local Funds - Cities/County	98,600	58,579	59%	Transit Consolidation/Soltrans Implementation	80,000	0	0%
Sponsors	267,500	91,775	34%	Transit Sustainability Study	60,000	0	0%
Interest	0	0	0%	Subtotal	\$2,686,832	181,406	7%
Subtotal	\$ 5,597,241	\$ 1,779,261	32%				
TFCA Program							
Transportation for Clean Air (TFCA)	234,453	154,956	66%				
Interest	0	0	0%				
Subtotal	\$ 234,453	\$ 154,956	66%				
Abandoned Vehicle Abatement Program							
Department of Motor Vehicle (DMV)	440,000	0	0%				
Interest	0	0	0%				
Subtotal	\$ 440,000	\$ -	0%				
Dixon B Street Undercrossing							
City of Dixon	2,850,000	976,022	34%				
Interest	0	0	0%				
Subtotal	\$ 2,850,000	\$ 976,022	34%				
Jepson Parkway Project							
State Transportation Improvement Program (STIP)	2,844,215	1,826	0.1%				
Federal Earmark	113,109	7,302	6%				
County of Solano	40,000	0	0%				
Interest	0	0	0%				
Subtotal	\$ 2,997,324	\$ 9,128	0.3%				
I-80 East Bound (EB) Truck Scales Relocation Project							
RM 2 Funds	10,325,122	1,221,555	12%				
Interest	0	0	0%				
Subtotal	\$ 10,325,122	\$ 1,221,555	12%				
Jameson Canyon Project							
STIP/TCRP	1,000,000	0	0%				
Interest	0	0	0%				
Subtotal	\$ 1,000,000	\$ -	0%				
I-80 High Occupancy Vehicle (HOV) Lanes Project/SOHIP							
PA/ED Design RM-2	50,000	8,347	17%				
Interest	0	0	0%				
Subtotal	\$ 50,000	\$ 8,347	17%				
North Connector East Project Closeout/Mitigation							
Preliminary Engineering/Right of Way - RM-2 Funds	1,500,000	6,436	0.4%				
County of Solano	0	0	0%				
Interest	0	0	0%				
Subtotal	\$ 1,500,000	\$ 6,436	0%				
I-80/I-680/SR 12 Interchange Project							
RM 2 Funds	14,539,498	27,366	0.2%				
Interest	0	0	0%				
Subtotal	\$ 14,539,498	\$ 27,366	0%				
I-80 Express Lanes Project							
RM 2 Funds	3,107,017	21,527	1%				
Interest	0	0	0%				
Subtotal	\$ 3,107,017	\$ 21,527	1%				
SR 12 Bridge Realignment/Economic Analysis Study							
Federal Earmark	20,000	0	0%				
Members Contribution/Gas Tax	0	0	0%				
Subtotal	\$ 20,000	\$ -	0%				
Redwood Parkway Drive/Fairgrounds Improvement Project							
Federal Earmark	60,000	0	0%				
Local Match Funds-Solano County/City of Vallejo	12,000	0	0%				
Subtotal	\$ 72,000	\$ -	0%				
TOTAL, ALL REVENUE	\$ 42,732,655	\$ 4,204,598	10%				
				Operations & Administration			
				Operations Management	1,506,711	338,520	22%
				STA Board of Directors/Administration	48,000	3,155	7%
				Expenditure Plan	50,000	0	0%
				Contributions to STA Reserve Account	108,000	0	0%
				Subtotal	\$1,712,711	\$341,675	20%
				Transit and Rideshare Services/SNCI			
				Transit/SNCI Management/Administration	415,037	78,921	19%
				Employer/Van Pool Outreach	14,200	1,847	13%
				SNCI General Marketing	41,500	4,242	10%
				Commuter Challenge	34,000	444	1%
				Bike to Work Campaign/Incentives	20,000	200	1%
				Bike Links	5,000	0	0%
				Emergency Ride Home (ERH) Program	5,000	336	7%
				Rideshare Services - Napa	30,000	11,344	38%
				Safe Route to School (SR2S)Program	660,863	29,864	5%
				Transit Management Administration	105,232	16,675	16%
				Transit CorridorStudy (SRTP)	380,000	0	0%
				Lifeline Program	16,000	943	6%
				Paratransit Coordinating Council (PCC)	45,000	7,881	18%
				Solano Express Marketing	150,000	779	1%
				SolTrans Marketing	100,000	19,579	20%
				Solano Senior & People with Disabilities Plan Implementation/Committee	25,000	8,351	33%
				Mobility Management Plan/Program	500,000	0	0%
				Transit Consolidation/Soltrans Implementation	80,000	0	0%
				Transit Sustainability Study	60,000	0	0%
				Subtotal	\$2,686,832	181,406	7%
				Project Development			
				Project Management/Administration	78,241	25,044	32%
				Local Streets & Roads Annual Report	12,250	0	0%
				Regional Impact Fee (Feasibility Study/AB 1600)	36,739	2,582	7%
				Management Assistant for Projects in Solano (MAPS)	12,000	2,301	19%
				Public Private Partnership (P3) Feasibility Study	150,000	2,997	2%
				Jepson Parkway	2,997,324	9,128	0.3%
				SR12/Jameson Canyon Project	1,000,000	0	0%
				I-80/I-680/SR 12 Interchange Project	14,539,498	27,366	0.19%
				North Connector-East Project Closeout/Mitigation	1,500,000	13,187	1%
				I-80/HOV Lanes Project/SOHIP	50,000	8,347	17%
				I-80 East Bound (EB) Truck Scales Relocation Project	10,325,122	1,216,480	12%
				I-80 Express Lanes Project	3,107,017	21,527	1%
				Redwood Parkway Drive Improvement Project	72,000	1,931	3%
				SR 12 Bridge Realignment/Economic Analysis Study	20,000	894	4%
				Dixon B Street Undercrossing	2,850,000	49,159	2%
				DMV Abandoned Vehicle Abatement (AVA) Program	440,000	0	0%
				Subtotal	\$37,190,191	1,380,943	4%
				Strategic Planning			
				Planning Management/Administration	179,737	52,103	29%
				Events	12,000	0	0%
				Model Development/Maintenance	24,000	0	0%
				Solano County PDA Program	100,000	28,773	29%
				Jepson Parkway TLC Plan Update	131,155	2,746	2%
				Climate Action Plan	249,500	0	0%
				Comprehensive Transportation Plan (CTP) Follow Up	62,076	15,953	26%
				Water Transportation Plan	50,000	0	0%
				Alternative Fuel Plan Implementation	50,000	0	0%
				Rail Facilities Plan	50,000	0	0%
				TFCA Programs	234,453	2,969	1%
				Subtotal	\$1,142,921	102,544	9%
				TOTAL, ALL EXPENDITURES	\$42,732,655	\$2,006,568	5%



FY 2012-13 Budget and Fiscal Reporting Calendar

STA Board Meeting Schedule:

DECEMBER 2012	FY 2011-12 Annual Audit FY 2012-13 First Quarter Budget Report STA Employee 2013 Benefit Summary Update
JANUARY 2013	FY 2012-13 Abandoned Vehicle Abatement (AVA) First Quarter Program Activity Report Retirement Benefits Plan Annual Report FY 2011-12
FEBRUARY 2013	FY 2012-13 Second Quarter Budget Report FY 2012-13 Mid-Year Budget Revision Revised Five Year Revenue & Expenditure Budget Projections
MARCH 2013	Local Transportation Development Act (TDA) and Members Contribution for FY 2013-14 FY 2012-13 AVA Second Quarter Program Activity Report
MAY 2013	FY 2012-13 Third Quarter Budget Report FY 2012-13 AVA Third Quarter Program Activity Report
JUNE 2013	FY 2012-13 Final Budget Revision
JULY 2013	FY 2013-14 Budget Revision and FY 2014-15 Proposed Budget Adoption FY 2013-14 Provisionary Indirect Cost Rate Application
SEPTEMBER 2013	FY 2012-13 AVA Fourth Quarter Program Activity Report
OCTOBER 2013	FY 2012-13 4th Quarter Budget Report
DECEMBER 2013	FY 2012-13 Annual Audit FY 2013-14 First Quarter Budget Report STA Employee 2014 Benefit Summary Update



DATE: November 26, 2012
TO: STA Board
FROM: Susan Furtado, Financial Analyst/Accountant
RE: STA Employee 2013 Benefit Summary Update

Background:

The STA Personnel Policies and Procedures Benefits Summary show the current benefits for all full time and part time employees, which is approved annually by the STA Board. The STA Benefit Summary is annually updated to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

Discussion:

The approved budget for Fiscal Year (FY) 2012-13, which includes the STA's Employees Health Benefit Cost, reflected an anticipated premium rate increase of 10%. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit program at low rates. The Kaiser Premium Rate is used as a benchmark; should an employee choose a health care provider with a higher premium rate, the employee is responsible for the premium cost above the benchmark. Effective January 1, 2013, the Kaiser Premium Rate will increase by 9.53%. This rate change will result in budget savings of \$2,176 for the Health Benefits Budget for FY 2012-13 (Attachment A).

The City of Vacaville provides and administers the self insured Dental, Vision, Life Insurance, and the Long Term Disability (LTD) insurance plans. No rates and plans changes are made to these benefits.

STA staff is covered under the CalPERS State-wide pool of 2% @55 Miscellaneous Retirement Plan. The STA's Employer Contribution Rate for FY 2012-13 is 10.883%. The STA pays seven percent (7%) of CalPERS Employee Contribution Rate to CalPERS, making the STA's total CalPERS contribution 17.883%. As part of the State-wide Miscellaneous Retirement Plan, the STA staff has additional retirement benefits such as: the Unused Sick Leave Credit, Military Buyback, Public Service Layoff, Pre-Retirement Service Option 2, and the Military Service Credit for Retired Persons.

STA is in compliance with the new State-wide retirement reforms, beginning January 1, 2013. STA's retirement plan information is currently being reformatted and will bring back to the STA Board at a later date for final approval.

In July 1, 2011, the STA's supplemental retirement plan under the Public Agency Retirement System (PARS) went into effect. The employee pays 2.0% of salary and STA contributes the employer share, which is determined by actuarial. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ 55 when combined with PERS. Under the new State-wide retirement reforms, beginning January 1, 2013, no new employee can be added to the PARS Plan. Only active members of the Plan as of December 31, 2012 will be in the Plan and actuarial valuation is currently being done, and the new rate will be applied for FY 2013-14.

In addition, STA Employees have the option to enroll in the 457 Deferred Compensation with Nationwide Retirement Solutions, which is a 100% Employee deduction and no share of cost comes from the STA.

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made on the number of paid holiday benefits (Attachment B).

Fiscal Impact:

The Kaiser Health Premium rate for 2013 resulted in a cost savings of \$2,176 for FY 2012-13 Budget for Health Benefit.

Recommendation:

Receive and file.

Attachments:

- A. Employee Benefit Summary January 2013
- B. Holiday Schedule 2013



Employee Benefit Summary January 1, 2013

TERM

This summary shall remain in effect until amended by STA Board action.

SALARY

Salary schedule.

AT-WILL EMPLOYMENT (Policy #102)

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

WORKWEEK (Policy #210/211)

The workweek will be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA), Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities.

An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect thirty (30) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

RETIREMENT (Policy #301)

PERS Retirement Plan

Employees are covered under the Public Employees Retirement System (PERS). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. Service Credit shall be credited in accordance with PERS guidelines. Benefits include the following:

- Section 21354 - 2% @ 55 Full for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 - 2% Annual Cost of Living Adjustment
- Section 21620 - \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 - Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit
- Section 21027 – Military Service Credit for Retired Persons

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

PARS SUPPLEMENTAL RETIREMENT PLAN

Effective July 1, 2011, STA Employees are also covered under a supplemental retirement plan under the Public Agency Retirement System (PARS). The employee shall contribute a total of 2.0% of salary and STA shall contribute the employer share determined by actuarial. Employees meeting eligibility requirements shall receive benefits equivalent to 2.7% @ Age 55 when combined with PERS. See Plan Summary for details.

Under the new State-wide retirement reforms, beginning January 1, 2013, no new employee can be added to the PARS Plan. Only active members of the Plan as of December 31, 2012 will be in the Plan

457 DEFERRED COMPENSATION PROGRAM

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. This compensation deferred plan is 100% Employee deduction and no cost to STA.

SOCIAL SECURITY

Effective July 1, 1997, employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employee and the employer shall contribute the mandatory 1.45% each.

HEALTH & WELFARE (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash equivalent in lieu of the STA's health and dental coverage. Employee electing to decline the health coverage will receive \$350 per month and for dental of coverage for \$50 per month, a total \$400 per month if both Health and Dental benefit are declined.

HEALTH INSURANCE

STA shall contribute an amount equal to the Kaiser rate. Premium contributions shall be based on the number of eligible dependents enrolled on the employee's plan. Beginning January 1, 2013, the health plan benefit is offered to dependent children up to age 26.

The amounts as of 01/01/13 are as follows:

Employee Only	\$ 668.63
Employee Plus One Dependent	\$1,337.26
Employee Plus Two or More	\$1,738.44

DENTAL INSURANCE5

STA shall contribute based on the employee's number of eligible dependent. The amounts as of 01/01/13 are as follows:

Employee Only	\$ 53.57
Employee Plus One Dependent	\$ 91.07
Employee Plus Two or More	\$139.29

VISION INSURANCE

STA shall contribute based on the employee's number of eligible dependent. The amounts as of 01/01/13 are as follows:

Employee Only	\$ 5.39
Employee Plus One Dependent	\$10.78
Employee Plus Two or More	\$17.35

LIFE INSURANCE

STA provide a monthly premium of \$7.50 sufficient to maintain \$50,000 basic life insurance.

LONG TERM DISABILITY

STA will provide an LTD plan to cover all employees. The plan shall include a 30 day waiting period. 60% of the first \$3,333 of earnings, 5 year + ADEA maximum benefit period.

HOLIDAYS (Policy #304)

Paid holidays include the following:

New Year's Day	Veteran's Day
Martin Luther King's Birthday	Thanksgiving Day
President's Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year's Eve*
Columbus Day	

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. *If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve

and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

VACATION (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

<u>Years of Service</u>	<u>Annual Entitlement</u>	<u>Annual Vacation Hours</u>	<u>Maximum Balance</u>
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15+ years	20 working days	160	320

SICK LEAVE (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

SICK LEAVE BUYBACK (Policy #306)

Upon Service retirement –25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued but unused sick leave who used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

BEREAVEMENT LEAVE (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

MILEAGE ALLOWANCE/REIMBURSEMENT (Policy #310)

The Executive Director receives monthly mileage allowance as approved by the STA Board. The Department Directors receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

COMMUTER TRANSIT INCENTIVE (Policy #310)

STA offers financial incentive for employees using commute alternative mode limited to: trains, buses, vanpool, and ferry. Employee who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.



HOLIDAY SCHEDULE 2013

Tuesday	January 1	New Year's Day
Monday	January 21	Dr. Martin Luther King's Birthday
Monday	February 18	Presidents' Day
Monday	May 27	Memorial Day
Thursday	July 4	Independence Day
Monday	September 2	Labor Day
Monday	October 14	Columbus Day
Monday	November 11	Veterans' Day
Thursday	November 28	Thanksgiving Day
Friday	November 29	Friday After Thanksgiving Day
Tuesday	December 24	Christmas Eve – Half Day
Wednesday	December 25	Christmas Day
Tuesday	December 31	New Year's Eve – Half Day

Please Note:

Three floating holidays shall be credited July 1st of each year to the employee's vacation balance. ***If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1st.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.



DATE: November 26, 2012
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Membership with Solano Economic Development Corporation (EDC) for 2013

Background:

The Solano Economic Development Corporation (Solano EDC) is a unique public-private partnership focused on improving Solano County's economic vitality and climate, and on attracting and retaining major employers. Many of the county's major employers, six of the seven cities and Solano County are members. In 2003, Solano EDC modified its name from SEDCORP to Solano EDC to better promote Solano County and has expanded its efforts to focus on the marketing of Solano County. Historically, Solano EDC has partnered with STA on key issues such as the Advisory Measure F in 1998, Measure E in 2002, Measure A in 2004, Measure H in 2006, advocating for the restoration of Proposition 42 funding through the passage of Proposition 1A, and for the passage of infrastructure bonds for transportation by supporting the passage of Propositions 1A and 1B.

The STA has been a member of Solano EDC since 1996 and has actively partnered in the past on a variety of issues related to infrastructure and economic vitality. Prior to 2003, the STA participated at the Member-Investor level of \$2,500, which provided access to all of Solano EDC's resources, but did not provide representation on its Board of Directors. In recognition of the importance of the public and private partnership (STA/Solano EDC) and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, the STA Board approved renewing STA's Solano EDC membership at the Executive Member-"Stakeholders" level of \$5,000 in Fiscal Year (FY) 2003-04 to provide the STA with representation on Solano EDC's key decision-making body, its Board of Directors. In addition, the STA Board appointed STA Board Member Jim Spering to represent the STA on the Board of Directors for Solano EDC. At the request of Solano EDC staff, the STA's Executive Director was also added to the Solano EDC's Board of Directors. In FY 2009-10, STA increased its membership to \$7,500 as part of EDC's capital campaign.

Discussion:

The STA's enhanced presence and participation has improved the communication and information sharing between the Solano EDC Board and staff and the STA. Four of the last five years, the Solano EDC staff joined the STA Board at their annual lobbying trips to Sacramento and Washington, D.C. In addition, the STA and Solano EDC partnered with the City County Coordinating Council and the Solano County Board of Supervisors in the development of a countywide economic indicators index. EDC staff also serves

on the Regional Transportation Impact Fee (RTIF) Stakeholders Committee. In 2011, the STA and Solano EDC entered into a partnership for Solano EDC to conduct an economic analysis and evaluation of the State Route (SR) 12 Corridor. Recently, STA has partnered with Solano EDC to conduct a feasibility assessment of SR 12/Church.

Staff recommends the STA renew its annual membership with Solano EDC at the \$7,500 Board Member Premier level to maintain the STA's support for the Solano EDC, partnership with Solano County's business community and to continue our representation on its Board of Directors.

Fiscal Impact:

The fiscal impact would be \$7,500 and has been budgeted as part of the STA's Board expenditures section of the Administration Budget for FY 2012-13.

Recommendation:

Approve the renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member "Chairman's Circle" level of \$7,500 for Calendar Year 2013.

Attachment:

- A. Solano EDC's Renewal Notice/Invoice

Solano EDC

360 Campus Lane, Suite 102
 Fairfield, CA 94534
 (707) 864-1855

Invoice

RECEIVED

NOV - 8 2012

✓

SOLANO TRANSPORTATION
 AUTHORITY

DATE	INVOICE #
12/3/2012	MBR-3035

BILL TO	SOLANO TRANSPORTATION AUTHORITY
Solano Transportation Authority One Harbor Center, Suite 130 Suisun City, CA 94585	

TERMS
Due on Receipt

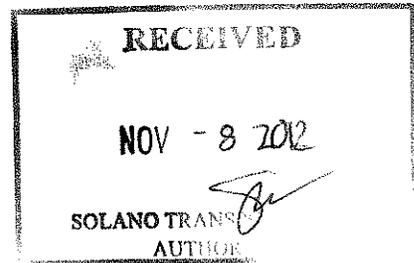
DESCRIPTION	AMOUNT
Annual Investment (2013) Chairman's Circle Benefits: * Sponsorship of premiere membership events [Annual meeting; Annual dinner; Annual Golf Tournament and Membership Breakfasts] * Complimentary admission for 4 to all events * Immediate appointment to Board of Directors * Recognition at all Solano EDC events * Free admission for one to CEO Retreat * Access to all Solano EDC resource material and demographic site reports * Banner Advertisement of your business or firm on website * Invitation to all Solano EDC events - current topics and networking opportunities * Expanded company profile listing in annual Connections membership directory	7,500.00
Total	\$7,500.00

We Appreciate Your Support! Thank You for Your Investment in Solano County.



November 5, 2012

Mr. Daryl Halls
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585-2003



Dear Daryl:

As we approach 2013, Solano EDC is planning its programs for the coming months and has launched its annual membership renewal campaign. We thank you for your participation in 2012 and look forward to your continued support.

Solano EDC is a tremendous organization. It has served the economic needs of our county for almost 30 years. Our private and government organizations have been strong supporters through both the lean and the good times. Even during the recent downturn, Solano EDC has been a positive voice and consistently focused attention on economic opportunities that abound in our communities.

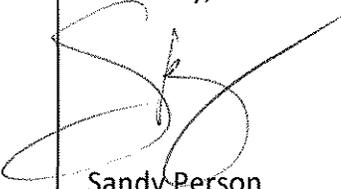
I noted last year that we had a "full plate" for our limited staff. That's true again, but I can also reassure you we are ready and eager to continue to serve you and your organization.

We've seen several encouraging signs that our efforts are paying dividends. The market activity is building and Solano has been successful in attracting new companies to the county. We also continue to work with our partners at the city and county level to develop programs that are designed to retain and support our existing companies.

In the current economic climate the EDC has become even more critical to our survival and future growth. As cities continue to reduce budgets and staffing they turn more and more to the EDC to help fill the gaps in economic development.

On behalf of your Board of Directors, we are "all in" to work hard and grow Solano with your support and leadership.

Sincerely,


Sandy Person
President

P.S. Your membership invoice is enclosed; thank you!

Sandy Person
President
sandy@solanoedc.org

Patricia Uhrich
Office Manager
pat@solanoedc.org

Address:
360 Campus Lane, Suite 102
Fairfield, CA 94534

Phone:
707.864.1855

Fax:
707.864.6621

Toll Free:
888.864.1855

Website:
www.solanoedc.org



DATE: November 30, 2012
 TO: STA Board
 FROM: Sofia Recalde, Transit Mobility Coordinator
 RE: Paratransit Coordinating Council (PCC) Member Reappointments

Background:

The Paratransit Coordinating Council (PCC) is a citizen’s advisory committee to the Solano Transportation Authority (STA) that represents the seniors, people of disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the PCC is three years. A member may continue to serve through reappointment by the STA Board.

The following is a list of current PCC member terms and expiration dates:

Member	Jurisdiction	Agency	Appointed	Term Expires
Alicia Roundtree	Social Service Provider	Independent Living Resource Center	October 2010	October 2013
Edith Thomas	Social Service Provider	Connections 4 Life	March 2012	March 2015
James Williams	Member at Large	Member at Large	January 2010	January 2013
Judy Nash	Public Agency - Education	Solano Community College	April 2010	April 2013
Kurt Wellner	Transit User	Transit User	September 2012	September 2015
Kyrre Helmersen	Transit User	Independent Living Resource Center	April 2012	April 2015
Rachel Ford	Public Agency/County of Solano	Solano County Mental Health	June 2010	June 2013
Richard Burnett	MTC PAC Representative	SolTrans PAC Representative	January 2010	January 2013
Shannon Nelson	Member at Large	ADA Coordinator for Vacaville	September 2010	September 2013
Shirley Stacy	Transit User	Transit User	January 2011	January 2014
Vacant	Social Service Provider			

Discussion:

The PCC has two (2) members that will have completed the three-year term of service in January 2013. All members are required to be reappointed by the STA Board. There are no term limits for PCC members, and all members are encouraged to reapply for their position for another three years. Richard Burnett and James Williams have agreed to serve another term of three years. The PCC unanimously approved to forward a recommendation to the Solano Transportation Authority Board to reappoint Richard Burnett and James Williams to the Paratransit Coordinating Council for an additional three-year term.

Recommendation:

Reappoint Richard Burnett and James Williams to the Paratransit Coordinating Council for an additional three-year term.

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DATE: November 28, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Fiscal Year (FY) 2012-13 Transportation Development Act (TDA) Matrix – December 2012

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. After several years of growth, Solano TDA revenue began to decline after FY 2006-07. At its peak in FY 2006-07, the TDA available countywide was \$15.9 million and then modestly declined for two years. In FY 2008-09, TDA made its first significant drop of nearly 5% to \$14.7 million and in FY 2009-10, Solano TDA decreased by even a larger percentage (10.7%) to \$13.1 million. For FY 2012-13, the February 2012 projection was that TDA will increase by almost 8% allocating almost \$13.9 million for Solano transit operators. The TDA and STAF FY 2012-13 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2012.

Discussion:

The actual Bay Area TDA sales tax receipts for FY 2011-12 have been revised from the February projections. The actual sale tax receipts for FY 2011-12 are 11% higher than originally estimated by the Bay Area region County Auditors. More specifically, for Solano County the revenue adjustment for FY 2011-12 is 9.3% higher. MTC also finalized and included all the TDA adjustments made after December 2011 so STA staff revised the TDA matrix to include the new TDA estimates dated September 26, 2012

The STA Planning funds were approved by the STA Board in May 2012 and are shown on the TDA matrix at this time (Attachment A). The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The cost share has increased for the reconciled FY 2010-11 compared to the previous two years due to the exhausted federal ARRA funding that the two intercity operators (Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST)) included in the formula to benefit the participating funding partners. SolTrans has projected cost savings in FY 2012-13 as a result of service changes and other efficiencies.

The TDA matrix is developed to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions' TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding Agreement. The Board approved the Intercity Transit Funding shares for FY 2012-13 at their May 2012 Board meeting and these have been included on the TDA matrix. In June, the STA Board approved the multiple operators' TDA shares for the new intercity taxi program, the City of Vacaville, SolTrans, and STA claim for Dixon's West B Street Overcrossing capital project. Also in September, the STA Board approved Dixon claim of an additional \$200,000 making the total claimed amount of \$500,000 for operating Dixon Read-Ride transit service and Rio Vista's claim of \$135,000 for operating Rio Vista Delta Breeze transit service and \$16,000 for capital projects which include a local match for bus replacements and bus shelters.

The City of Fairfield has prepared their TDA claim for FY 2012-13. Fairfield is claiming \$5,580,591 for operating Fairfield and Suisun Transit service and \$200,000 for capital projects for bus replacements and various maintenance needs.

At its meeting of November 28th, the Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board to approve the TDA matrix for Fairfield. The Consortium did not have a quorum so no action was taken on this agenda item.

Fiscal Impact:

With the STA Board approval of the December TDA matrix, it provides the guidance needed by MTC to process the STA's TDA claim submitted by the transit operators. This staff report identifies the TDA funds to be claimed by the City of Fairfield for Fairfield and Suisun Transit service.

Recommendation:

Approve the FY 2012-13 TDA Matrix – December 2012 for the City of Fairfield as shown in Attachment A.

Attachment:

- A. FY 2012-13 TDA Matrix – December 2012

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DATE: November 28, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed SolanoExpress Route 78 Service Changes

Background:

Prior to 2005, the funding for Solano County's intercity routes, collectively called Solano Express, was shared among local jurisdictions through various understandings and informal and year to year funding agreements. In Fiscal Year (FY) 2005-06, at the request of Vallejo Transit and Fairfield and Suisun Transit, the STA developed with the transit operators a countywide cost-sharing method that would provide funding stability for the operators of the intercity services and an equitable and predictable cost sharing formula for the funding partners. A working group was formed, the Intercity Transit Funding (ITF) Working Group, and was comprised of representatives from STA, Solano County, and each participating city in Solano County. The first countywide Intercity Transit Funding Agreement was established for FY 2006-07.

Key components of the agreement are the Intercity Cost Sharing Formula, primarily based upon two factors: ridership by residence and population. This shared funding is for the cost of these routes after farebox and other non-local revenue are taken into account. Another key element of the agreement is that these routes be regularly monitored so that all the funding partners are aware of these routes' performances. This data helps guide future funding, service planning and marketing decisions.

SolanoExpress Route 78 provides service along the I-780 corridor between Baylink Ferry and Pleasant Hill and Walnut Creek BART station. Route 78 is the only one of seven SolanoExpress initiated after the first Intercity Transit Funding (ITF) Agreement was developed. Through an agreement, Route 78 is operated by SolTrans with oversight provided by the STA and is one of the seven routes in the ITF Agreement that funding partners pay into. Route 78 is also one of the five SolanoExpress routes funded by Regional Measure 2 (RM 2) bridge toll funds. SolanoExpress Route 78 needs to meet a 20% farebox recovery rate in order to maintain its Regional Measure 2 (RM 2) funding source.

In an effort to operate an overall sustainable transit system, some the proposed changes by SolTrans affected the SolanoExpress Route 78. STA staff analyzed the service changes to Route 78 and with the concurrence of the STA Board, sent a letter to SolTrans requesting them to reconsider eliminating service to Pleasant Hill BART to avoid a potential loss of ridership and to address concerns about the potential loss of RM 2 funds if ridership decreases on this route.

In June, SolTrans Board approved a recommendation to authorize staff to retain the Pleasant Hill BART stop on the SolanoExpress Route 78 and to continue the existing schedule pending further service and financial analysis is conducted. In September, SolanoExpress Route changes were presented to TAC. After TAC review, the Committee asked for public outreach comments to be presented before forwarding a recommendation.

Discussion:

SolTrans staff drafted an initial proposal that included schedule and routing changes for Route 78 (Attachment A), in order to address the farebox recovery needs. SolTrans staff initiated the outreach process on October 2nd (Attachment B) with public comment period ending October 16th. After incorporating public, committee and other stakeholder comments, SolTrans staff developed a revised proposal to Route 78 (Attachment C). Staff went out for public comment process again on October 29th with the revised proposal with comment period ending November 12th (Attachment D).

Key changes are:

- Re-instating Curtola Park and Ride inbound service to its current configuration; served inbound after 9:30 a.m. on weekdays.
- Proposed elimination of service before 6:00 a.m.
- Adjusting trip times to better meet passengers' needs, and updated schedules soon to be implemented by partner transit agencies.
- Adjusting running time, based on adding Curtola Park-and-Ride back in.

At its meeting of November 28th, the Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board to approve the proposed route changes by SolTrans to SolanoExpress Route 78. The Consortium did not have a quorum at their meeting on November 28th so no action was taken on this agenda item. The proposed changes are scheduled to take place February 3, 2013, instead of January 20, 2013.

Fiscal Impact:

There is no fiscal impact to STA. Route 78 currently has an annual operating cost of \$1,379,066, for 10,691 Revenue hours. The proposed schedule would have an annual operating cost of \$855,020.92, for 6,585 revenue hours. Implementing the proposed changes would result in a savings of \$524,045 annually, with a 38% reduction in revenue hours. This savings would result in a 24% Farebox Recovery Rate on the route, with a +/- 3% margin of error. Route 78 needs to maintain a minimum 20% Farebox Recovery Rate in order to maintain its Regional Measure 2 funding source.

Recommendation:

Approve the proposed route changes by SolTrans to SolanoExpress Route 78 as shown in Attachment C.

Attachments:

- A. Route 78 Proposed Changes, Public Outreach Flyer, October 2, 2012.
- B. Route 78 Outreach Process Flyer, October 17, 2012.
- C. Route 78 Revised Proposal, Public Outreach Flier, October 29, 2012
- D. Route 78 Press Release, October 29, 2012



RIDER ALERT

ROUTE 78 PROPOSED CHANGES

SolTrans is working to make Route 78 more efficient and productive, in compliance with our Regional Grant funding requirements. These grants pay for the operational costs associated with Route 78, and the route must be made compliant in order to maintain this funding.

The proposed Route 78 schedule is on the back of this Rider Alert

Please note that Route 78 does not currently operate on Sundays, and no plans have been made to add Sunday service.

Proposed changes include:

- Improved connection times to neighboring transit agencies during commute hours
- Adjusted running times that will better reflect travel time and improve on-time performance
- Vallejo Ferry will no longer be served; the route will begin and end at the Vallejo Transit Center
- The route will no longer serve Curtola Park-and-Ride traveling northbound (inbound), although options are being considered for an alternate location
- Eliminate layover at Pleasant Hill BART

SolTrans would greatly appreciate your feedback on these proposed changes by October 16, 2012. Please submit your comments via one of the following formats:

Mail 311 Sacramento Street, Vallejo, CA 94590
 Web www.soltransride.com ("Leave a Comment," section at the bottom of each page)
 Phone 707-553-7269

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.



RIDER ALERT

ROUTE 78 PROPOSED SCHEDULE

Route 78 Proposed Schedule Southbound/Outbound				Monday-Friday Northbound/Inbound		
Vallejo Transit Center	Military/1 st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 st (City Park Benicia)	Vallejo Transit Center
5:40 AM	5:58 AM	6:20 AM	6:30 AM	6:45 AM	7:05 AM	7:20 AM
6:40 AM	6:48 AM	7:20 AM	7:30 AM	7:45 AM	8:05 AM	8:20 AM
7:00 AM	7:18 AM	7:40 AM	7:50 AM	8:45 AM	9:05 AM	9:20 AM
7:40 AM	7:58 AM	8:20 AM	8:30 AM	10:15 AM	10:35 AM	10:50 AM
8:30 AM	8:48 AM	9:10 AM	9:20 AM	11:30 AM	11:50 AM	12:05 PM
9:10 AM	9:28 AM	9:50 AM	10:00 AM	1:15 PM	1:35 PM	1:50 PM
10:40 AM	10:54 AM	11:12 AM	11:20 AM	3:00 PM	3:20 PM	3:35 PM
12:20 PM	12:34 PM	12:52 PM	1:00 PM	4:45 PM	5:10 PM	5:35 PM
2:05 PM	2:19 PM	2:37 PM	2:45 PM	5:30 PM	5:55 PM	6:20 PM
3:50 PM	4:04 PM	4:22 PM	4:30 PM	6:15 PM	6:40 PM	7:05 PM
5:20 PM	5:34 PM	5:52 PM	6:00 PM	6:45 PM	7:10 PM	7:35 PM
5:50 PM	6:04 PM	6:22 PM	6:30 PM	8:00 PM	8:25 PM	8:50 PM
7:50 PM	8:04 PM	8:22 PM	8:30 PM	8:45 PM	9:10 PM	9:25 PM

Route 78 Proposed Schedule Southbound/Outbound				Saturday Northbound/Inbound		
Vallejo Transit Center	Military/1 st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 st (City Park Benicia)	Vallejo Transit Center
6:35 AM	6:51 AM	7:11 AM	7:19 AM	7:32 AM	7:52 AM	8:10 AM
8:35 AM	8:51 AM	9:11 AM	9:19 AM	9:32 AM	9:52 AM	10:10 AM
10:35 AM	10:51 AM	11:11 AM	11:19 AM	11:32 AM	11:52 AM	12:10 AM
12:35 PM	12:51 PM	1:11 PM	1:19 PM	1:32 PM	1:52 PM	2:10 PM
2:35 PM	2:51 PM	3:11 PM	3:19 PM	3:32 PM	3:52 PM	4:10 PM
4:35 PM	4:51 PM	5:11 PM	5:19 PM	5:32 PM	5:52 PM	6:10 PM
6:35 PM	6:51 PM	7:11 PM	7:19 PM	7:32 PM	7:52 PM	8:10 PM
8:30 PM	8:46 PM	9:06 PM	9:14 PM	9:35 PM	9:55 PM	10:13 PM

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.



SolTrans Message

ROUTE 78 OUTREACH PROCESS

SolTrans is working to make Route 78 more efficient, productive and in compliance with our Regional Grant funding requirements. Meeting the grant requirements is critical for ensuring the viability of this service, given that at least 80% of the route's operations are financed through grants.

This proposal has been circulated for the purpose of gathering public feedback to be considered for the development of a final schedule. The initially proposed Route 78 schedule is on the back of this message for reference.

The initial public comment period closed on October 16, 2012. SolTrans staff is currently analyzing and considering the comments received. Once input is compiled and analyzed, SolTrans will modify the proposal to reflect the public's comments. A 2nd draft of the proposed schedule will be issued for further public comment. This notice will likely include a potential implementation date, potential public hearing and/or meeting date, and any other applicable details. Depending on feedback received from the 2nd version of the schedule, subsequent adjustments may be made prior to any action by the SolTrans Board of Directors. The public will be notified as soon as a recommendation is forwarded to the Board for action.

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.

Flier Release Date: October 17, 2012



1ST ROUTE 78 PROPOSED SCHEDULE

(INITIALLY RELEASED ON 10-2-12)

Route 78 Proposed Schedule Southbound/Outbound				Monday-Friday Northbound/Inbound		
Vallejo Transit Center	Military/1 st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 st (City Park Benicia)	Vallejo Transit Center
5:40 AM	5:58 AM	6:20 AM	6:30 AM	6:45 AM	7:05 AM	7:20 AM
6:40 AM	6:48 AM	7:20 AM	7:30 AM	7:45 AM	8:05 AM	8:20 AM
7:00 AM	7:18 AM	7:40 AM	7:50 AM	8:45 AM	9:05 AM	9:20 AM
7:40 AM	7:58 AM	8:20 AM	8:30 AM	10:15 AM	10:35 AM	10:50 AM
8:30 AM	8:48 AM	9:10 AM	9:20 AM	11:30 AM	11:50 AM	12:05 PM
9:10 AM	9:28 AM	9:50 AM	10:00 AM	1:15 PM	1:35 PM	1:50 PM
10:40 AM	10:54 AM	11:12 AM	11:20 AM	3:00 PM	3:20 PM	3:35 PM
12:20 PM	12:34 PM	12:52 PM	1:00 PM	4:45 PM	5:10 PM	5:35 PM
2:05 PM	2:19 PM	2:37 PM	2:45 PM	5:30 PM	5:55 PM	6:20 PM
3:50 PM	4:04 PM	4:22 PM	4:30 PM	6:15 PM	6:40 PM	7:05 PM
5:20 PM	5:34 PM	5:52 PM	6:00 PM	6:45 PM	7:10 PM	7:35 PM
5:50 PM	6:04 PM	6:22 PM	6:30 PM	8:00 PM	8:25 PM	8:50 PM
7:50 PM	8:04 PM	8:22 PM	8:30 PM	8:45 PM	9:10 PM	9:25 PM

Route 78 Proposed Schedule Southbound/Outbound				Saturday Northbound/Inbound		
Vallejo Transit Center	Military/1 st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 st (City Park Benicia)	Vallejo Transit Center
6:35 AM	6:51 AM	7:11 AM	7:19 AM	7:32 AM	7:52 AM	8:10 AM
8:35 AM	8:51 AM	9:11 AM	9:19 AM	9:32 AM	9:52 AM	10:10 AM
10:35 AM	10:51 AM	11:11 AM	11:19 AM	11:32 AM	11:52 AM	12:10 AM
12:35 PM	12:51 PM	1:11 PM	1:19 PM	1:32 PM	1:52 PM	2:10 PM
2:35 PM	2:51 PM	3:11 PM	3:19 PM	3:32 PM	3:52 PM	4:10 PM
4:35 PM	4:51 PM	5:11 PM	5:19 PM	5:32 PM	5:52 PM	6:10 PM
6:35 PM	6:51 PM	7:11 PM	7:19 PM	7:32 PM	7:52 PM	8:10 PM
8:30 PM	8:46 PM	9:06 PM	9:14 PM	9:35 PM	9:55 PM	10:13 PM

For more information, visit <http://www.soltransride.com>. Also, you may visit the SolTrans Facebook page: <https://www.facebook.com/SolTrans>.

For specific schedule information, call Customer Service at 707-648-4666.

Flier Release Date: October 17, 2012



RIDER ALERT

ROUTE 78 Revised (2nd) Proposal

In response to public comments regarding our initial Route 78 Proposal, SolTrans' Staff has developed a revised proposal.

We would greatly appreciate your feedback on this proposal. All public comments received in response to this proposal will be recorded and reviewed by SolTrans' Planning Staff, before any route changes are made. In order to help Staff better serve you, please provide specific days and times that you travel, in your comments.

Route 78 does not currently operate on Sundays, and no plans have been made to add Sunday service (Proposed schedules on reverse).

Proposed changes include:

- *Adjusted running times that will better reflect travel time and improve reliability.
- *Schedule adjustments that will allow us to maintain route funding.
- *Adjusted connection times to neighboring transit agencies, in response to passenger input.
- *First a.m. Outbound trip, currently leaving at 5:30 a.m., will no longer be served.
- * Vallejo Ferry Terminal will no longer be a Route 78 stop; the route will begin and end at the Vallejo Transit Center. Passengers may use the new pedestrian bridge, located above the City of Vallejo Parking Garage, to access the Vallejo Ferry Terminal.
- *Eliminate layover time at Pleasant Hill BART Station (This does **NOT** mean that the stop will not be served, just that four minutes of unnecessary wait time will be eliminated).
- *Curtola Park and Ride Lot will continue to be served on Inbound trips after 9:30 a.m., exactly as it is now served.

SolTrans would greatly appreciate your feedback, on these newly proposed changes, by November 12, 2012. Please submit your comments via one of the following formats:

Mail: 311 Sacramento Street, Vallejo, CA 94590
 Web: www.soltransride.com ("Leave a Comment," at bottom of each page)
 Phone: 707-553-7269

Release Date: October 29, 2012



Route 78 Proposed Schedule Southbound/Outbound				Monday-Friday Northbound/Inbound		
Vallejo Transit Center	Military/1 st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 st (City Park Benicia)	Vallejo Transit Center
6:00	6:18	6:40	6:50	6:55	7:15	7:30
6:20	6:38	7:00	7:10	7:15	7:35	7:50
6:40	6:58	7:20	7:30	7:35	7:55	8:10 G
7:00	7:18	7:40	7:50	7:55	8:15	8:30 G
7:40	7:58	8:20	8:30	8:35	8:55	9:10
8:00	8:18	8:40	8:50	9:00	9:20	9:35 G
9:20	9:38	10:00	10:10	10:15	10:35	10:50
10:55	11:09	11:27	11:37	11:42	12:02	12:17
12:25	12:39	12:57	1:07	1:12	1:32	1:52
2:15	2:29	2:47	2:55	3:04	3:29	3:59 G
4:15	4:29	4:47	4:55	5:04	5:29	5:59
4:45	4:59	5:17	5:25	5:30	5:55	6:25 G
5:15	5:29	5:47	5:55	6:00	6:25	6:55
6:10	6:24	6:42	6:50	6:55	7:20	7:50 G
7:10	7:24	7:42	7:50	7:55	8:35	8:50 G

G= Bus returning to garage, passengers must disembark

P.M. times in **bold**

Curtola Park and Ride will be served in the Inbound direction from the 10:55 a.m. trip on; not before that time. It will be served in the Outbound direction for all trips.

Route 78 Proposed Schedule Southbound/Outbound				Saturday Northbound/Inbound		
Vallejo Transit Center	Military/1 st (City Park Benicia)	Pleasant Hill BART	Walnut Creek BART	Walnut Creek BART	Military/1 st (City Park Benicia)	Vallejo Transit Center
6:35	6:51	7:11	7:19	7:32	7:52	8:10
8:35	8:51	9:11	9:19	9:32	9:52	10:10
10:35	10:51	11:11	11:19	11:32	11:52	12:10
12:35	12:51	1:11	1:19	1:32	1:52	2:10
2:35	2:51	3:11	3:19	3:32	3:52	4:10
4:35	4:51	5:11	5:19	5:32	5:52	6:10
6:35	6:51	7:11	7:19	7:32	7:52	8:10
8:30	8:46	9:06	9:14	9:35	9:55	10:13 G

G= Bus returning to garage, passengers must disembark

P.M. times in **bold**



FOR IMMEDIATE RELEASE

October 29, 2012

Contact: Ward Stewart

SolTrans, 311 Sacramento St., Vallejo CA 94590

***** MEDIA ADVISORY *** MEDIA ADVISORY *****

Revised Route 78 Proposal Released for Public Comment

Vallejo, CA - On Monday, October 29, 2012, SolTrans will release a revised proposal for Route 78.

Route 78 is regional express bus route(operating Monday – Saturday), which originates at the Vallejo Ferry Terminal, and terminates at Walnut Creek BART Station. In order to remain eligible for funding sources, which contribute to paying for the costs associated with operating this route, SolTrans must maintain a 20% farebox recovery rate (Fares must cover 20% of the operational cost). SolTrans' staff has been analyzing how best to achieve this 20% farebox recovery rate, while striving to preserve vital local and inter-city transit connections.

Earlier this month, SolTrans received public comments regarding an initial Route 78 Proposal. After incorporating comments communicated by the public, and receiving guidance from its Board of Directors, SolTrans is now seeking public input on the proposed schedule. The public will have until November 12, 2012, to comment on this proposal before it is refined and finalized for implementation. Public feedback regarding these changes is crucial in determining how best to structure the route. Each public comment received during the official comment period will be recorded and reviewed by SolTrans' Planning Staff. Although all requests may not be accommodated, all requests will be considered and are appreciated. Tentative implementation for these changes is scheduled for December 2012.

For further information, please contact SolTrans Customer Service at: 707-648-4666, or visit our website at: www.soltransride.com. All service change proposals will be listed in the, "Planning," section of our website, and customer comment forms are available at the bottom of each page.

Solano County Transit (SolTrans) is the public transportation provider for the Cities of Benicia and Vallejo, offering local fixed route, regional express bus, complimentary paratransit, dial-a-ride, subsidized taxi services, and dedicated to delivering affordable, reliable, convenient and safe transit services. The agency is a Joint Powers Association (JPA) that is governed by a six-member Board of Directors composed of two representatives from the two member cities, Solano County's representative on the Metropolitan Transportation Commission (MTC) and a non-voting representative from the Solano Transportation Authority.

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DATE: November 28, 2012
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Proposed Changes to SolanoExpress Route 85

Background:

SolanoExpress Route 85 provides service between Vallejo and Fairfield with stops at the Vallejo Ferry Terminal, Six Flags Discovery Kingdom, Solano Community College in Fairfield and Solano Mall. Route 85 is one of the six original SolanoExpress Routes operated when the first Intercity Transit Funding (ITF) Agreement was developed and continues today. Route 85 is also one of the five SolanoExpress routes funded by Regional Measure 2 (RM 2) bridge toll funds.

Discussion:

There have been concerns about passenger safety on the last weekday trip of SolanoExpress Route 85. Currently this trip, departing the Solano Mall at 10:33 p.m., has a final stop at Vallejo of Six Flags. This is the only Vallejo stop for this inbound trip.

The area around this bus stop is dark, and there have been unsafe activities observed in this area as passengers are departing the bus. SolTrans' staff would like to propose that the bus add an addition stop to Sereno Transit Center, on its way back to the bus yard, and allow passengers to alight in this much safer, better lit location.

At its meeting of November 28th, the Technical Advisory Committee (TAC) members unanimously approved to forward the recommendation to the STA Board to approve the proposed route change by SolTrans to Solano Express Route 85. The Consortium did not have a quorum at their meeting of November 28th so no action was taken on this agenda item.

Fiscal Impact:

There is no fiscal impact to STA. This stop would only be served if passengers requested it, and is on the bus's route as it returns to the bus yard for the night. This would be an additional stop, and would not replace the Six Flags Discovery Kingdom bus stop. Fiscal impact to the ITF partners would be negligible, with estimated additional service of 30 seconds, 2-3 times a week.

Recommendation:

Approve adding the Sereno Transit Center as the final bus stop for Route 85's last weekday trip as proposed by SolTrans.

Attachment:

- A. Route 85 Schedule

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ROUTE 85 — VALLEJO TRANSIT CENTER / FAIRFIELD

MONDAY-FRIDAY

Eastbound						Westbound					
Vallejo Transit Center	Vallejo Ferry Terminal	Six Flags / Fairgrounds	Green Valley/ Mangels	Solano College, Fairfield	Solano Mall	Solano Mall	Solano College, Fairfield	Green Valley/ Mangels	Six Flags / Fairgrounds	Vallejo Ferry Terminal	Vallejo Transit Center
5:35	5:37	5:55	6:07	6:13	6:23	6:33	6:43	6:49	7:01	7:16	7:18
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
7:35	7:37	7:55	8:07	8:13	8:23	8:33	8:43	8:49	9:01	9:16	9:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18
9:35	9:37	9:55	10:07	10:13	10:23	10:33	10:43	10:49	11:01	11:16	11:18
10:35	10:37	10:55	11:07	11:13	11:23	11:33	11:43	11:49	12:01	12:16	12:18
11:35	11:37	11:55	12:07	12:13	12:23	12:33	12:43	12:49	1:01	1:16	1:18
12:35	12:37	12:55	1:07	1:13	1:23	1:33	1:43	1:49	2:01	2:16	2:18
1:35	1:37	1:55	2:07	2:13	2:23	2:33	2:43	2:49	3:01	3:16	3:18
2:35	2:37	2:55	3:07	3:13	3:23	3:33	3:43	3:49	4:01	4:16	4:18
3:35	3:37	3:55	4:07	4:13	4:23	4:33	4:43	4:49	5:01	5:16	5:18
4:35	4:37	4:55	5:07	5:13	5:23	5:33	5:43	5:49	6:01	6:16	6:18
5:35	5:37	5:55	6:07	6:13	6:23	6:33	6:43	6:49	7:01	7:16	7:18
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
7:35	7:37	7:55	8:07	8:13	8:23	8:33	8:43	8:49	9:01	9:16	9:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18
9:35	9:37	9:55	10:07	10:13	10:23	10:33	10:43	10:49	11:01	—	—

SATURDAY

Eastbound						Westbound					
Vallejo Transit Center	Vallejo Ferry Terminal	Six Flags / Fairgrounds	Green Valley/ Mangels	Solano College, Fairfield	Solano Mall	Solano Mall	Solano College, Fairfield	Green Valley/ Mangels	Six Flags / Fairgrounds	Vallejo Ferry Terminal	Vallejo Transit Center
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18
10:35	10:37	10:55	11:07	11:13	11:23	11:33	11:43	11:49	12:01	12:16	12:18
12:35	12:37	12:55	1:07	1:13	1:23	1:33	1:43	1:49	2:01	2:16	2:18
2:35	2:37	2:55	3:07	3:13	3:23	3:33	3:43	3:49	4:01	4:16	4:18
4:35	4:37	4:55	5:07	5:13	5:23	5:33	5:43	5:49	6:01	6:16	6:18
6:35	6:37	6:55	7:07	7:13	7:23	7:33	7:43	7:49	8:01	8:16	8:18
8:35	8:37	8:55	9:07	9:13	9:23	9:33	9:43	9:49	10:01	10:16	10:18

PM schedules indicated in bold.

www.soltransride.com

Multi-Zone Cash Fares

* Adult	\$ 5.00
* Youth (6-18)	\$ 4.00
* Senior (Age 65+) /Disabled/Medicare	\$ 2.50

Multi-Zone Day Passes

* Adult	\$ 10.00
* Youth	\$ 8.00
* Senior/Disabled/Medicare	\$ 5.00

Multi-Zone 10-Ride Pass

* All Riders	\$ 45.00
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Multi-Zone Monthly Pass

* All Riders	\$ 114.00
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Customer Service

For schedules, connecting services, and assistance with trip planning, please call (707) 648-4666 between 8:00 am and 5:30 pm weekdays, or dial 511 for Bay Area transit information. Schedule information is also available at www.511.org or www.SolTransRide.com

Atención al Cliente

Para conocer los horarios, servicios de conexión y asistencia con la planificación de viajes, por favor llame al (707) 648-4666 entre 8:00 a.m. y las 5:30 p.m. entre semana, o marque 511 para recibir información del tránsito de Bay Area Transit. También hay información sobre los horarios disponible en www.511.org o en www.soltransride.com.



SOLANO COUNTY TRANSIT

Customer Service

1850 Broadway Street · Vallejo, CA

Phone (707) 648-4666

www.soltransride.com

85

Vallejo Transit Center /
Fairfield

WEEKDAY • SATURDAY



SERVICE TO

- ⚙ Vallejo Ferry Terminal
- ⚙ Six Flags/ County Fairgrounds
- ⚙ Solano Mall, Fairfield
- ⚙ Solano Community College, Fairfield



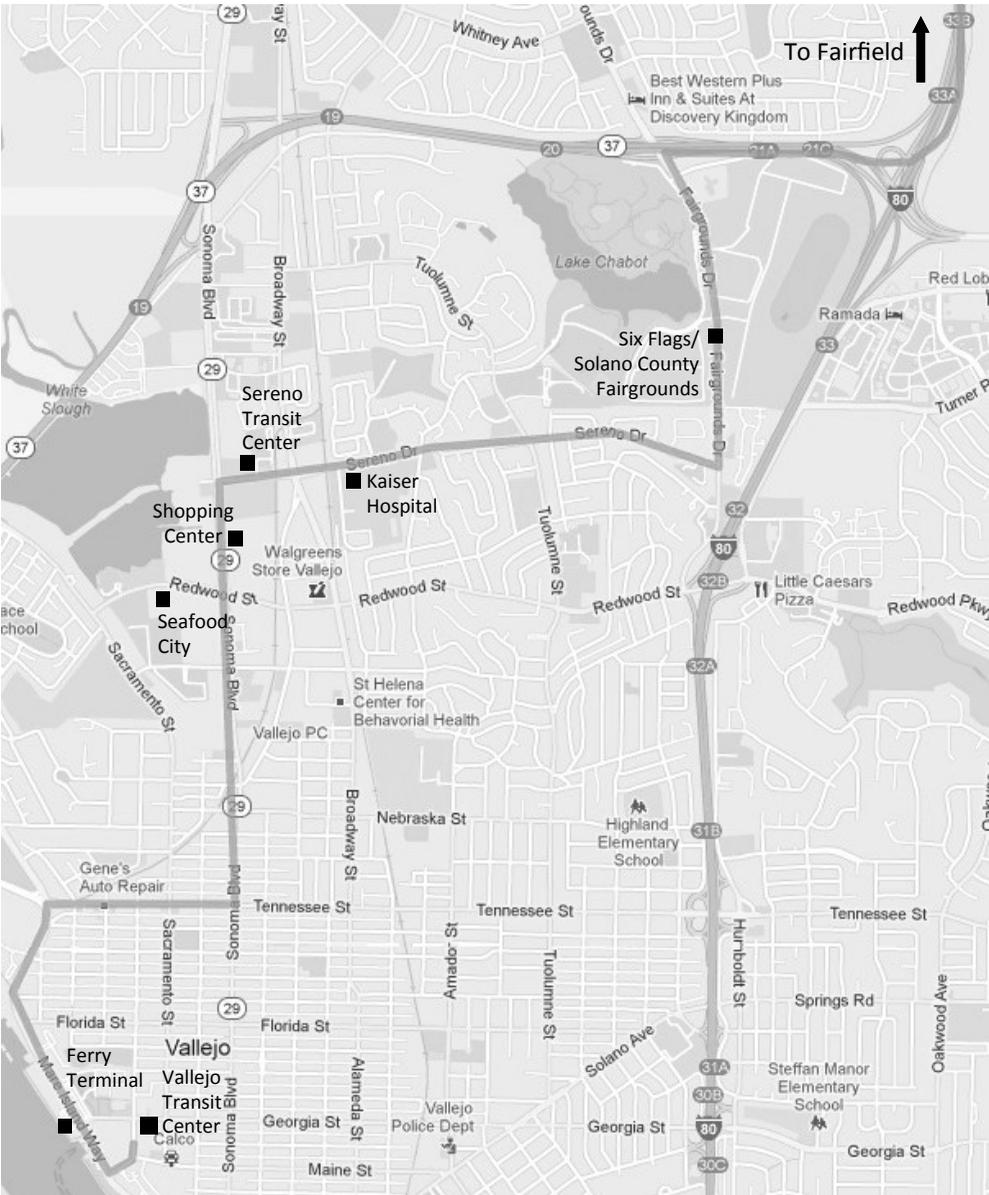
EFFECTIVE OCTOBER 3, 2012

ROUTE 85 INFORMATION / RUTA 85 INFORMACION

To better enable us to serve you in arriving to your destination on time, please have the proper fare and valid identification ready upon boarding. Complete description of SolTrans' fare structure and ticket outlet locations are available on the brochure titled "SolTrans Fares."

Transferring within SolTrans' Service Area

SolTrans' main transfer points are Solano Mall in Fairfield, Sereno Transit Center and Vallejo Transit Center, El Cerrito Del Norte and Walnut Creek BART stations and Benicia City Park. If you are transferring to another route, you will need to pay an additional fare or utilize a Day, 10-Ride or Monthly Pass for travel.



Holiday Schedule

No service on Easter, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas Day, and New Year's Day.

SolTrans operates Saturday service, with expanded schedules on Route 80, on the following Holidays: Day after Thanksgiving, Martin Luther King Day, Veterans Day and Presidents Day.

How to Read the Bus Schedule

Each schedule lists time points for several stops along the route and these are shown on the accompanying route map. Read the schedule from left to right. To know when you should arrive at a stop that is between the listed time points, use the time point before your stop.

FARES

Children

Up to two children age 5 and under ride free per fare paying passenger. Additional children pay youth fare.

Discount Fare Eligibility Senior 65+ / Disabled / Medicare Recipients

To qualify for the Senior/Disabled/Medicare fare, you must present one of the following:

- Photo ID with birthdate indicating 65+
- Valid Medicare Card with photo ID
- Regional Transit Connection (RTC) Discount Card
- DMV Disabled License Plate Registration
- DMV Disabled Parking Placard printout

Regional Transit Connection (RTC) Discount Card

The RTC Discount Card is available to qualified persons with disabilities and senior citizens 65 years of age or older. The card makes it easier for you to demonstrate your eligibility for reduced fares on fixed route bus, rail and ferry systems throughout the San Francisco Bay Area.

To see if you are eligible for the Regional Transit Connection (RTC) Discount Card and to apply, visit <http://transit.511.org/disabled/RTDC.aspx> or call Customer Service at (707) 648-4666.

Para que podamos servirle mejor para que llegue a su destino a tiempo, tenga la tarifa adecuada y la identificación válida lista al momento de abordar. En el folleto titulado SolTrans Fares se encuentra una descripción completa de la estructura de tarifas y puntos de venta de boletos de SolTrans.

Transferencia dentro del área de cobertura de SolTrans

Los principales puntos de trasbordo de SolTrans son Solano Mall en Fairfield, Fairfield Transportation Center, Sereno Transit Center y Vallejo Transit Center, las estaciones El Cerrito del Norte y Walnut Creek BART y Benicia City Park. Si usted hace trasbordo a una ruta que requiere una tarifa mayor que el autobús local, deberá utilizar un pase diario, de 10 viajes o mensual para viajar.

Cronograma de los días festivos

Ningún servicio en Pascuas, Día de Conmemoración de los Caídos, el 4 de julio, el Día del Trabajador, el Día de Acción de Gracias, Navidad y el día de Año Nuevo.

SolTrans funciona con los servicios de los Sábados, con horarios ampliados en Route 80, en los siguientes días festivos: Día posterior al Día de Acción de Gracias, día de Martin Luther King, día de los Veteranos de Guerra y el día del Presidente.

Cómo leer el cronograma del autobús

Cada cronograma lista los puntos de horarios para varias paradas a lo largo de la ruta y éstas se muestran en el mapa de ruta que lo acompaña. Lea el cronograma de izquierda a derecha. Use el punto de horario anterior de su parada para saber cuándo debería llegar a una parada que se encuentra entre los puntos de horarios listados.

TARIFAS

Niños

Hasta dos niños de 5 años o menos viajan gratis por pasajero que pague la tarifa. Los niños adicionales pagan la tarifa para jóvenes.

Elegibilidad para descuento en la tarifa

Jubilados 65+ años de edad/ Discapacitados/ Receptores de Medicare

Para calificar para la tarifa para Jubilados/ Discapacitados/Medicare debe presentar uno de los siguientes:

- Identificación con fotografía donde indique que tiene más de 65 años de edad
- Tarjeta válida de Medicare con identificación con fotografía
- Tarjeta de descuento de Regional Transit Connection (RTC)
- Registro de la placa de la licencia por discapacidad DMV
- Impresión del permiso de estacionamiento para discapacitados DMV

Tarjeta de descuento de Regional Transit Connection (RTC)

La tarjeta de descuentos RTC está disponible para personas calificadas con discapacidades y ciudadanos de 65 años de edad o mayores. La tarjeta hace más fácil demostrar su elegibilidad para tarifas reducidas para los sistemas de rutas fijas de autobuses, trenes y ferry a través de San Francisco Bay Area.

Para determinar si usted es elegible para la tarjeta de descuento de Regional Transit Connection (RTC) y para aplicar, visite <http://transit.511.org/disabled/rtdc.aspx> llame a Atención al cliente al (707) 648-4666.



Route 85 is operated by SolTrans and is partially funded by Regional Measure Two ("3rd dollar" bridge tolls) that were approved by Bay Area voters at the March 2004 election, and allocated by the Metropolitan Transportation Commission (MTC).



DATE: November 8, 2012
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) Project Delivery Schedules

Background:

The STA Project Delivery Department is responsible for the delivery of STA led projects and monitors and assists in the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). Most project funding does not come directly from the STA itself, it is approved by the STA and then comes from either federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

On May 19, 2011, the STA Board adopted the STA Project Delivery Policy (Attachment A) in an effort to formalize the STA's procedures regarding the programming and monitoring of projects. The goal of the policy is to protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by MTC, Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Air Quality Management Districts.

The policy states that STA will support projects with reasonable delivery schedules which describe development milestones, including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt deadlines. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.

Discussion:

In accordance with the STA Project Delivery Policy, STA staff has reviewed project delivery schedules for OneBayArea Grant (OBAG) Local Streets & Roads (LS&R) projects with project sponsors (Attachments B and C). For projects that could encounter significant delays and potentially fail to meet project delivery deadlines, a more detailed project schedule will be requested and will be subject to review by both the PDWG and TAC. As part of this peer review process, STA staff will suggest recommendations to further assist project sponsors in meeting delivery deadlines.

On November 13, 2012, the Solano PDWG reviewed submitted project delivery schedules for OBAG LS&R projects, and based upon revisions made to Suisun City and Vallejo's delivery schedules, approved forwarding the project schedules to the STA TAC. At the November 28, 2012 TAC meeting, the TAC reviewed and recommended the STA Board approve the project schedules for OBAG LS&R projects.

Fiscal Impact:

None.

Recommendation:

Approve the project delivery schedules and milestones for OBAG LS&R projects as shown in Attachments B and C, as part of the STA Project Delivery policies.

Attachments:

- A. STA Project Delivery Policy, 2-28-2011
- B. Project Delivery Schedules for OBAG STP Projects, 11-13-2012
- C. Local Streets & Roads (LS&R) Project Summary, 11-16-2012

Solano Transportation Authority Project Delivery Policy 02-28-2011

Overview of STA Project Delivery & Programming

Most project funding does not come directly from the STA itself. Project funding is approved by the STA and then comes from federal, state, or regional funding sources. STA project delivery staff helps local agency project sponsors secure their funding from a variety of funding agencies, which often involves supporting local project managers through complicated federal, state, regional and local funding program procedures.

When met with critical project delays or deadlines, STA staff assists local sponsors through various avenues of recourse, providing a forum between local staff, Metropolitan Transportation Commission (MTC), Caltrans, and other funding or oversight agencies. When project sponsors are unable to secure funds or a project's deliverability is in jeopardy, STA staff develops options, such as funding swaps, delivery options, or reprogramming of funding to protect funding from being lost from Solano County and to maintain equity between STA's member agencies.

Project Delivery Policy Summary

This project delivery policy formalizes the STA's procedures regarding the programming and monitoring of STA funded projects. Other comparable agency project delivery policies focus on strict adherence to increasingly earlier deadlines in an attempt to avoid the next level of government's funding request or project monitoring deadlines. The STA's delivery policies below focus on clear decision points and funding alternatives to implement the funding recommendations taken by the STA Board without earlier deadlines or additional administrative burdens.

Project Delivery Policy Goal:

"To protect transportation funding for Solano County projects from being lost to other agencies due to project sponsors failing to meet project delivery deadlines set by funding partner agencies such as the Metropolitan Transportation Commission (MTC), Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Air Quality Management Districts."

This project delivery policy accomplishes this goal in several ways:

1. Provides overburdened project sponsors with clear consequences for failing to meet MTC, Caltrans, and FHWA deadlines.
2. Provides clear decision points for the STA Board to and the TAC
3. Provides a framework to develop project funding alternatives, such as fund swaps and deferment of fund shares, for project sponsors struggling with delivery deadlines.
4. Structures incentives into funding alternatives for projects sponsors who request to exercise these alternatives earlier in the process rather than later. The farther a project is from a

deadline, the easier it is to create more lucrative funding alternatives. The closer a project sponsor is to failing to meet a deadline, funding alternatives become harder to structure and may result in the complete loss of funds from the struggling project sponsor and the county as a whole.

Other funding alternatives generally require another project sponsor to be able to use the struggling project sponsor's funds for a project that can meet the deadlines attached to the fund source.

Project funding alternatives include:

- *Rescope a project into smaller phases or reprogram funding to another project within the same local agency*
This method is preferable to others as it offers the greatest amount of flexibility to shift funding sources and manage project costs, but can only take place earlier in a project's development and early in the funding programming cycle, usually before the fiscal year in which the funding is programmed.
- *Deferment of funding shares to later years or grant cycles*
This method can preserve equity but will delay the delivery of a project. This can only take place if other projects can spend the deferred funds in earlier years. Reprogramming funds in this nature requires early notice. This is essentially a funding swap without an incentive and can take place as late as October or November of any given fiscal year.
- *Funding swaps on sliding scales from \$0.90/\$1.00 to as low as \$0.50/\$1.00 in high-pressure circumstances*
Funding swaps for federal funds in exchange for local funds can keep a smaller project sponsor's project moving and create an incentive for a larger project sponsor to enter into a swap. The longer a project sponsor waits, the worse the return ratio becomes. This creates incentives for both fund swap parties to enter the swap sooner rather than later. This method can take place as late as February or March of any given fiscal year for STP/CMAQ funded projects.
- *Reprogramming of funding without the possibility of the funding returning to the project sponsor*
This method is the default method of ensuring a project's funding stays within the county or region. It is the standard method cited in MTC's Resolution 3606. If a project sponsor is too close to an Obligation Authority critical deadline, this is often the only option remaining. This method is often used between March and May of any given fiscal year.

Programming Policies for New Projects: Schedule Review & Approval

1. Prior to the STA Board recommending or approving funding for a project, the STA's Project Delivery Department must receive a reasonable project delivery schedule describing development milestones including but not limited to environmental clearance, final design, right-of-way clearance, ready to advertise & award, complete construction, and funding obligation request and receipt dates.
 - 1.1. Applicants who do not provide these details will not be recommended by STA project delivery staff for funding approval by the STA Board.

- 1.2. The STA's Technical Advisory Committee (TAC) and Project Delivery Working Group (PDWG) will review and recommend the approval of "reasonable" project delivery schedules to the STA Board as part of project funding decisions.
 - 1.2.1. Standards for reasonable delivery schedules will be developed and recommended by the STA TAC and PDWG for incorporation into this policy document.
 - 1.2.2. Project sponsors will highlight critical review dates regarding reasonable progress towards completing milestones shown in the schedule (e.g., completed field reviews, drafted environmental & technical studies, receipt of agency permits).

Monitoring Policies: Ongoing Schedule & Development Review

2. Based on approved delivery schedules, STA staff will review project delivery progress relative to adopted schedules with the PDWG during regular meetings.
 - 2.1. Issues raised at the PDWG will be forwarded to the STA TAC and STA Board if critical to the success of the project.
 - 2.2. STA staff will recommend project scope and funding alternatives based on "Project Funding Alternative Development" policy discussed below.

STA Delivery Assistance: Strategy & Communication Services

3. STA Project Delivery staff will support member agency projects when in discussions with partner funding and permitting agencies 1) if projects are on schedule and 2) do not have PDWG or TAC member identified delivery issues.
 - 3.1. Issues identified by STA staff not yet reviewed by PDWG and TAC members will be taken into account at the discretion of the STA Director of Projects.
 - 3.2. STA staff project delivery assistance and support includes but is not limited to:
 - 3.2.1. Developing a project delivery schedule and funding strategy with local project sponsors prior to STA PDWG and TAC member review.
 - 3.2.2. Completing Disadvantaged Business Enterprise (DBE) forms for overburdened and smaller agencies.
 - 3.2.3. Scheduling group project field reviews between Caltrans staff and other project stakeholders.
 - 3.2.4. Coordinating communication between MTC, Caltrans and local agencies during critical project delivery milestones & deadlines, such as MTC's Resolution 3606 federal funding obligation request (Feb 1) and obligation (Apr 30) annual deadlines.
 - 3.2.5. Notify project sponsors of changing funding source procedures and deadlines to keep projects on schedule.
 - 3.2.6. Inform project sponsors through STA PDWG meetings and emails regarding project delivery bulletins and information requests from funding agency partners, such as MTC and Caltrans.
 - 3.2.7. Develop extension requests for delayed but feasible priority projects.

Project Funding Alternative Development

1. Relative to funding source decision timing, STA staff will present current project delivery information (e.g., project delivery updates), funding alternatives and programming recommendations to the STA PDWG and TAC, prior to STA Board approval.

1.1. Federal Aid Projects

1.1.1.MTC's Resolution 3606 governs project delivery deadlines for all federal funding shown in the Transportation Improvement Program (TIP) for the Bay Area's federally funded transportation projects. Relative to its delivery deadlines, STA staff will discuss project delivery progress at STA PDWG and TAC meetings two months prior to reaching MTC Reso. 3606 deadlines. The approximate dates of these progress checks are described below:

1.1.1.1. Disadvantaged Business Enterprise (DBE) program approval (May – June)

1.1.1.1.1. Failure may lead to rescoping projects or reprogramming funds to later years.

1.1.1.2. Field review scheduled (August – October)

1.1.1.2.1. Failure may lead to rescoping projects or deferring funds, if alternative projects are available.

1.1.1.3. Environmental Clearance (October – November)

1.1.1.3.1. Failure may lead to rescoping projects, reprogramming funds to other eligible projects, or project funding swaps at \$0.90 to \$1.00.

1.1.1.4. Obligation Requests for any phase (November – January)

1.1.1.4.1. Failure may lead to reprogramming funds to other eligible projects, or project funding swaps at less than \$0.90 to \$1.00.

1.1.1.5. Authorization/Obligation/E-76 receipt (February – August)

1.1.1.5.1. Failure may lead to reprogramming funds to other eligible projects, project funding swaps at less than \$0.50 to \$1.00, or becoming ineligible for future federal funds pursuant to MTC Reso. 3606.

1.1.2.All federal funding for local transportation projects, including earmarks and Caltrans grant programs, will be tracked by STA Project Delivery Staff with the assistance of PDWG members.

1.2. State funded projects

1.2.1.State Transportation Improvement Program (STIP) projects may mirror federal deadlines if tied to federal funds. Authorization at the state level comes in the form of an "allocation" of state funds from the California Transportation Commission. STA staff monitors project delivery relative to Caltrans Grant Program deadlines and CTC approvals:

1.2.1.1. STIP Programming Review (March - April)

1.2.1.1.1. Failure to provide a project schedule that cannot meet a January (Federalized) or April (State-only) allocation request during the prior calendar year between March and April may result in rescoping the project, funding swaps or the reprogramming of funding to other eligible projects.

1.2.1.2. State allocation funding requests (November – April)

1.2.1.2.1. Failure to provide a project schedule that meets a January (Federalized) or April (State-only) allocation request will be subject to a funding swap at less than \$0.90 to \$1.00.

1.2.1.2.2. Failure to request an allocation of STIP funding during the fiscal year when funds are programmed will result in a five-year funding delay for the return of these funds to Solano County. STA staff will only recommend the reprogramming of these funds within the next STIP programming period if the project is a priority STA project.

1.3. Regional funding (Bridge Tolls, Air Quality Management District, other regional grants)

1.3.1. These funding sources have quarterly and semi-annual reporting requirements as well as final report performance measure documentation.

1.3.1.1. Failure to provide timely reports may result in becoming ineligible for future funding for a period of one funding cycle, or the reprogramming of funding, if flexibility is available.

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Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Benicia	Project Title: East 2nd Street Patching & Resurfacing Project	Project Description
TIP or Project ID:	Primary Contact: Mike Roberts	Patch & Resurface Sections of East 2nd Street between I-780 and Industrial Way

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG STP/LS&R	2014-15					\$ 390,000	\$ -
Local/Gas Tax						\$ 60,000	\$ 390,000
							\$ 60,000
							\$ -
							\$ -
							\$ -
							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ -	\$ -	\$ 450,000	\$ 450,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	9/12/2012		
OBAG Planning Requirements Met	1/3/2013		
TIP Programming			Per STA
Request PE authorization?			N/A
Receive PE authorization?			N/A
Field Review	4/1/2013		
Federal Environmental Type	6/1/2013		Cat. Excl.
Technical Reports to Caltrans			To Be Determined
Environmental Circulation/Permits			To Be Determined
Environmental Adopted	9/1/2013		
Request PS&E authorization?			N/A
Receive PS&E authorization ?			N/A
Final Design	10/1/2013		
Request ROW Authorization			N/A
Receive ROW Authorization			N/A
Need ROW Acquisition?			NO
Need Utilities Relocation?			NO
ROW Cert	12/1/2013		
Request CON Authorization?	1/1/2014		
Receive CON Authorization?	3/1/2014		
Advertise Date	5/1/2014		
Contract Award Date	6/1/2014		
Project Completion	9/1/2014		
Project Closeout	12/15/2014		

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Dixon	Project Title: West A Street Paving Project	Project Description West A Street from Pitt School Road to I-80: repave and install fabric, minor concrete repairs, and utility cover adjustments.
TIP or Project ID:	Primary Contact: Christina Castro	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG							\$ -
OBAG	2014-15	Feb 2015 E76 Req				\$ 461,000	\$ 461,000
Other Federal/State							\$ -
Other Air District							\$ -
Other Local				\$ 52,000			\$ 52,000
Shortfall, if applicable							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ 52,000	\$ -	\$ 461,000	\$ 513,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	6/13/2013	0	
OBAG Planning Requirements Met	6/13/2013	0	comply w/complete streets
TIP Programming	8/13/2013	2	
Request PE authorization?	8/13/2013	0	n/a
Receive PE authorization?	8/13/2013	0	n/a
Field Review	10/13/2013	2	9/30/2012
Federal Environmental Type		CE	
Technical Reports to Caltrans	3/13/2014	5	
Environmental Circulation/Permits	5/13/2014	2	
Environmental Adopted	6/13/2014	1	6/1/2013
Request PS&E authorization?	6/13/2014	0	n/a
Receive PS&E authorization ?	6/13/2014	0	n/a
Final Design	9/13/2014	3	9/1/2013
Request ROW Authorization	9/13/2014	0	9/1/2013
Receive ROW Authorization	9/13/2014	0	9/1/2013
Need ROW Acquisition?		NO	
Need Utilities Relocation?		NO	
ROW Cert	10/13/2014	1	10/1/2013
Request CON Authorization?	11/13/2014	1	11/1/2013
Receive CON Authorization?	1/13/2015	2	1/1/2014
Advertise Date	2/13/2015	1	2/1/2014
Contract Award Date	3/13/2015	1	3/1/2014
Project Completion	9/13/2015	6	9/1/2014
Project Closeout	10/13/2015	1	10/1/2014

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Fairfield	Project Title: Beck Avenue Pavement Rehabilitation	Project Description
TIP or Project ID:	Primary Contact: Jay B. Swanson	Pavement rehabilitation of Beck Avenue, from Highway 12 to West Texas Street, including ADA improvements.

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2013-14	Feb 2014 E76 Req					\$ -
OBAG	2014-15	Feb 2015 E76 Req				\$1,122,000	\$ \$1,122,000
Other Federal/State							\$ -
Other Air District							\$ -
Other Local	2014-15			\$100,000		\$ 215,000	\$ 315,000
Shortfall, if applicable							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ 100,000	\$ -	\$ 1,800,000	\$ 1,900,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	J/FG/2012	0	
OBAG Planning Requirements Met	9/13/2013	15	
TIP Programming	11/13/2013	2	
Request PE authorization?	11/13/2013	0	
Receive PE authorization?	11/13/2013	0	
Field Review	1/13/2014	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	6/13/2014	5	
Environmental Circulation/Permits	8/13/2014	2	
Environmental Adopted	9/13/2014	1	
Request PS&E authorization?	9/13/2014	0	
Receive PS&E authorization ?	9/13/2014	0	
Final Design	12/13/2014	3	
Request ROW Authorization	12/13/2014	0	
Receive ROW Authorization	12/13/2014	0	
Need ROW Acquisition?		NO	
Need Utilities Relocation?		YES	Raise MH's, etc.
ROW Cert	1/13/2015	1	
Request CON Authorization?	2/13/2015	1	
Receive CON Authorization?	4/13/2015	2	
Advertise Date	5/12/2015	1	30 day advertisement
Contract Award Date	7/7/2015	1	3 weeks after bid opening
Project Completion	1/15/2016	6	
Project Closeout	3/15/2016	2	

Project Map

 Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: Solano County	Project Title: STP Overlay 2013	Project Description
TIP or Project ID:	Primary Contact: Nick Burton	Overlay various roads in Solano County

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG	2012-13	Feb 2014 E76 Req				\$ 1,100,000	\$ 1,100,000
Local	2012-13					\$ 142,500	\$ 142,500
							\$ -
							\$ -
							\$ -
							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ -	\$ -	\$ 1,242,500	\$ 1,242,500

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval			
OBAG Planning Requirements Met			
TIP Programming	12/01/2012		
Request PE authorization?			
Receive PE authorization?			
Field Review	01/15/2013		
Federal Environmental Type			CE
Technical Reports to Caltrans			
Environmental Circulation/Permits			Already cleared with NES
Environmental Adopted	01/15/2013		
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design			
Request ROW Authorization			
Receive ROW Authorization			
Need ROW Acquisition?			
Need Utilities Relocation?			
ROW Cert			
Request CON Authorization?	2/29/2013		
Receive CON Authorization?	03/30/2013		
Advertise Date	04/15/2013		
Contract Award Date	05/01/2013		
Project Completion	06/15/2013		
Project Closeout	07/15/2013		

Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

BASIC INFORMATION

Sponsor: City of Suisun City	Project Title: Walters Road/Pintail Drive Resurfacing	Project Description: This project will include: evaluating the existing road conditions, concrete repairs of sidewalks, upgrades to ADA ramps and evaluation of existing drainage structures and coordination with local utilities. The two roadways will receive either a 2" asphalt overlay with fabric or ARCS application. Walters Road will be the priority for available funds and if any funds are remaining once Walters Road has been completed, they will be used for work on Pintail Drive. Roads will receive striping as needed. Note that both roads are Federally eligible roadways.
TIP or Project ID: None yet.	Primary Contact: Dan Kaspersen	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
Other Local				\$ 15,000			\$ 15,000
OBAG	2013-2014	Feb 2014 E76 Req				\$ 280,000	\$ 280,000
Other Federal/State							\$ -
Other Air District							\$ -
Other Local (Match)						\$ 36,300	\$ 36,300
Shortfall, if applicable						\$ 114,700	\$ -
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ 15,000	\$ -	\$ 431,000	\$ 331,300

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	9/12/2012		
OBAG Planning Requirements Met	1/31/2013		
TIP Programming			
Request PE authorization?	N/A		
Receive PE authorization?	N/A		
Field Review	5/15/2013	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	7/1/2013	2	
Environmental Circulation/Permits	9/1/2013	2	
Environmental Adopted	11/1/2013	2	
Request PS&E authorization?	N/A	0	
Receive PS&E authorization ?	N/A	0	
Final Design	11/15/2013	7	
Request ROW Authorization	N/A		
Receive ROW Authorization	N/A		
Need ROW Acquisition?		NO	
Need Utilities Relocation?		YES	Follow up with STA
ROW Cert	12/1/2013	2	
Request CON Authorization?	1/1/2014	2	
Receive CON Authorization?	3/1/2014	2	
Advertise Date	3/15/2014	1	
Contract Award Date	4/20/2014	1	
Project Completion	12/1/2014	7	
Project Closeout	2/15/2015	2	

Project Map

Potential Project Issues

Full funding. Permits. Environmental monitoring. Environmental review delays.

Additional Comments:

Detail Project Information Table

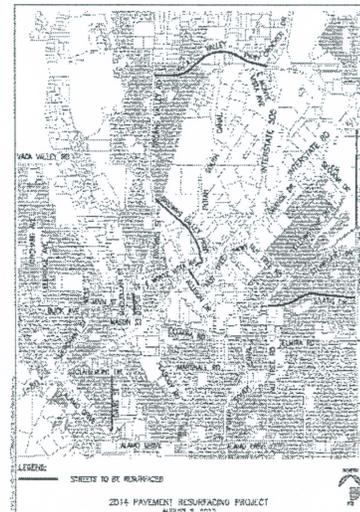
BASIC INFORMATION

Sponsor: City of Vacaville	Project Title: 2014 Pavement Resurfacing Project	Project Description Resurface and repair various collectors and arterials within the City of Vacaville. Streets include Depot St., from Mason St. to E. Monte Vista Ave.; Leisure Town Rd., from 1880' north of Stonegate Dr. to Orange Dr.; Browns Valley Pkwy., from E. Monte Vista Ave. to Brown St.; E. Monte Vista Ave., from 500' west of Browns Valley Pkwy. to Browns Valley Pkwy.; Allison Pkwy., from Nut Tree Pkwy. to E. Monte Vista Ave.; Vaca Valley Pkwy., from Browns Valley Rd. to E. Monte Vista Ave.; Ulatis Dr., from Nut Tree Rd. to Leisure Town Rd.; Davis St., from 200' north of Claremont Dr. to Alamo Dr.
TIP or Project ID:	Primary Contact: Tawnia Skow	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OBAG - STP	2014-15	Feb 2014 E76 Req				\$ 970,000	\$ 970,000
Other Federal/State							\$ -
Other Air District							\$ -
Other Local			\$ 25,000	\$ 110,000		\$ 126,000	\$ 261,000
Shortfall, if applicable							\$ -
							\$ -
							\$ -
Project Phase Total:			\$ 25,000	\$ 110,000	\$ -	\$ 1,096,000	\$ 1,231,000

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	9/12/2012		
OBAG Planning Requirements Met	10/23/2012		
TIP Programming	12/31/2012		
Request PE authorization?			
Receive PE authorization?			
Field Review	3/1/2013	2	
Federal Environmental Type		CE	
Technical Reports to Caltrans	5/1/2013	2	
Environmental Circulation/Permits	7/1/2013	2	
Environmental Adopted	8/1/2013	1	
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design	12/1/2013	3	
Request ROW Authorization		0	
Receive ROW Authorization		0	
Need ROW Acquisition?		NO	
Need Utilities Relocation?		YES	Adjustment of utilities to grade.
ROW Cert	1/1/2014	1	
Request CON Authorization?	2/1/2014	1	
Receive CON Authorization?	4/1/2014	2	
Advertise Date	4/15/2014	1	
Contract Award Date	6/1/2014	1.5	
Project Completion	12/1/2014	6	
Project Closeout	3/1/2015	3	



Project Map

Potential Project Issues

Additional Comments:

Detail Project Information Table

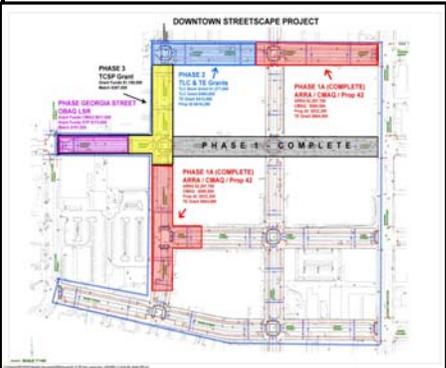
BASIC INFORMATION

Sponsor: City of Vallejo	Project Title: Vallejo Downtown Streetscape Ph 3	Project Description Downtown Streetscape improvements on Sacramento Street (between Georgia and Virginia streets) and Georgia Street (between Santa Clara and Sacramento streets).
TIP or Project ID:	Primary Contact: Jill Mercurio	

FUNDING INFORMATION

Funding Sources	Program Year	Upcoming Deadlines	Phase				Fund Sources Total
			Env	Design	ROW	CON	
OTHER LOCAL	2013			\$ 28		\$ 389	\$ 417
STP-T4-2-OBAG	2013	E-76 Request Feb 2013				\$ 173	\$ 173
CMAQ-T4-2-OBAG	2013	E-76 Request Feb 2013				\$ 611	\$ 611
EARMARK-T3-10-TCSP	2013	E-76 Request Feb 2013				\$ 1,150	\$ 1,150
							\$ -
							\$ -
Project Phase Total:			\$ -	\$ 28	\$ -	\$ 2,323	\$ 2,351

Action / Milestones	Date Completed	Duration in Months	Notes/Deadlines
STA Board Approval	9/12/2012	0	
OBAG Planning Requirements Met	11/12/2012	2	
TIP Programming	2/12/2013	3	
Request PE authorization?			
Receive PE authorization?			
Field Review	2/28/2013	2	
Federal Environmental Type		CE	CE approved 2006
Technical Reports to Caltrans			??
Environmental Circulation/Permits			
Environmental Adopted			
Request PS&E authorization?			
Receive PS&E authorization ?			
Final Design	3/1/2013	4	
Request ROW Authorization			
Receive ROW Authorization			
Need ROW Acquisition?			N/A
Need Utilities Relocation?		NO	Locally Funded?
ROW Cert	3/15/2013	1	
Request CON Authorization?	3/31/2013	1	Deadline 2/1/2013
Receive CON Authorization?	4/30/2013	1	Deadline 4/30/2013
Advertise Date	5/30/2013	1	
Contract Award Date	6/30/2013	1	
Project Completion	6/1/2014	12	
Project Closeout	9/1/2014	3	



Project Map

Potential Project Issues

Additional Comments:

Agency	Project Description	OBAG STP Funds	Total Project Cost	FFY & Months left for E76 Request
City of Benicia	East 2 nd Street – patch and resurface sections of East 2 nd Street from Industrial Way to I-780 On/Off Ramp	\$390,000	\$450,000	2014-15 CON – 26 mos.
City of Dixon	West A Street - I-80 to Pitt School Rd	\$461,000	\$461,000	2014-15 CON – 26 mos
City of Fairfield	Beck Avenue Pavement Rehabilitation	\$1,122,000	\$1,900,000	2014-15 CON – 26 mos
City of Suisun City	Walters Road and Pintail Drive Rehabilitation	\$280,000	\$502,000	2013-14 PE – 14 mos 2014-15 CON – 26 mos
City of Vacaville	2014 Pavement Resurfacing Project	\$970,000	\$2,780,000	2013-14 CON- 14 mos
City of Vallejo	Georgia Street from Santa Clara Street to just before Sacramento Street (400ft).	\$885,500 (\$667,000 CMAQ, and \$173,000 STP)	\$885,000	2012-13 CON - 2 mos
Solano County	STP Overlay 2013	\$1,094,000	\$1,236,000	2012-13 CON – 2 mos



DATE: December 7, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: STA Planning and Programming Agreement

Background:

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the 9 Bay Area counties, including Solano County. MTC receives federal transportation funds, including Surface Transportation Program (STP) funds that can be used to fund transportation-related planning activities. MTC provides some of these STP funds to the Congestion Management Agencies (CMAs), including STA, so that the CMAs can also carry out transportation-related planning and programming activities.

In past years, MTC allocated a certain amount STP of funds for CMA planning, and a separate amount of STP funds for Local Streets and Roads maintenance (LS&R). With the implementation of MTC's OneBayArea Grant (OBAG) program, STP funds are provided in a lump sum, and the CMAs are allowed to allocate those funds to best serve each county. STP funds are the only type that can be used for LS&R and for CMA planning purposes, this allocation is an important CMA decision.

At its meeting of April 12, 2012, the STA Board made an initial allocation of OBAG STP funds. This included designating \$751,500 per year of STP funds for Planning. The Board action at that time covered Fiscal Years (FYs) 2012-13, 2013-14, and 2014-15. MTC subsequently added FY 2015-16 to OBAG, and STA's OBAG funding was increased to cover this additional fiscal year.

STA and the other Bay Area CMAs have been working with MTC for the past 6 months on the details of the MTC/CMA Planning agreements. These documents were sent to the CMAs in late November, and are now ready for approval. As part of the agreement approval, the STA now needs to specifically designate funds for each year to support planning activities.

Discussion:

The Interagency Agreement between the Metropolitan Transportation Commission and the Solano Transportation Authority Planning and Programming for Fiscal Years 2012-2013, 2013-2014, 2014-2015 and 2015-2016 (Agreement) is provided as Attachment A. The Agreement provides a base of \$668,250 per year for planning and programming activities, for a total of \$2,673,000. This will require STA to provide an additional \$83,250 per year of STP funds, for a total augmentation of \$333,000 to meet the Board's April commitment of \$751,500 per year. This amount is consistent with STA staff

budgeting assumptions made in April, and will not impact STP funds the STA Board has made available for LS&R. The Agreement also includes a Scope of Work (Attachment A of the Agreement). The Scope of Work includes activities that STA is already performing, such as updates of the Congestion Management Program and the development of Corridor Plans, as well as a new regional focus on OBAG implementation.

On November 28, 2012, MTC approved allocation of additional funds for implementation of Priority Development Area (PDA) plans and programs, with the funds distributed to the CMAs on a population and housing based formula. STA will receive just over \$1.06 million of these funds, and is limited to using up to 5% for CMA PDA assessment and implementation. The remainder is to be allocated to the local jurisdictions for PDA implementation, based on the STA's PDA assessment and implementation priorities. STA staff is proposing to advance \$75,000 of the \$611,000 of STP funds available from the Vallejo STP swap approved in October 2012 in order to retain a consultant to develop the PDA Implementation Strategy required by MTC, and to use the \$50,000 of PDA implementation funds to back fill these funds when they become available.

Fiscal Impact:

The allocation of STP planning OBAG funds for CMA is consistent with STA budget assumptions, and will not impact other activities. The allocation of those funds will allow the STA to advance the items in the STA work plan for planning.

Using STP money to advance delivery of the PDA Growth Strategy will, once backfill from the PDA planning funds are received, leave \$586,000 of unallocated STP funds that can then be used to assist in the delivery of other OBAG projects. This is consistent with the STA Board action of October 2012.

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to execute the Interagency Agreement Between the Metropolitan Transportation Commission and the Solano Transportation Authority for Planning and Programming for Fiscal Years 2012-13, 2013-14, 2014-15 and 2015-16;
2. Program the base amount of \$2,673,000 and augmented amount of \$333,000 for a total of \$3,006,000 of the STA's OneBayArea Grant (OBAG) Surface Transportation Program (STP) funds for STA Congestion Management Agency (CMA) Planning Activities as described in Attachment A; and
3. Advance \$75,000 of STP funds available from the October Vallejo fund swap action for development of the PDA Growth Strategy, and designate \$50,000 of future PDA Implementation Funds to back fill these advanced funds.

Attachment:

- A. MTC/STA Planning Funding Agreement (Available upon request.)
- B. Matrix of STA CMA Planning Funds by Fiscal Year

ATTACHMENT B

STA Planning Funding by Fiscal Year

FISCAL YEAR	APRIL BOARD EXISTING COMMITMENT FOR PLANNING FUNDS	CMA BASE PLANNING FUNDING	ADDITIONAL STP FUNDING
2012-13		\$668,250	\$83,250
2013-14		\$668,250	\$83,250
2014-15		\$668,250	\$83,250
2015-16		\$668,250	\$83,250

An additional \$50,000 of funds from Resolution 4035 will be available in the second half of Fiscal Year 2012-13 for development of the PDA Implementation Plan.

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DATE: November 30, 2012
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80 Eastbound Cordelia Truck Scales Relocation Project Contract
Amendment

Background:

STA is taking the lead with Final Design Plans and Right-of-Way (R/W) engineering for the I-80 Eastbound Cordelia Truck Scales Relocation Project. In spring 2008, STA retained HDR Engineering, Inc. (HDR) to provide Final Design and R/W engineering services, including coordinating utility relocations and demolition of buildings.

Discussion:

Under contract to STA, HDR designed the I-80 Eastbound Cordelia Truck Scales Relocation Project and is currently providing engineering services during construction. Now that the construction contract is well under way and significant work has been accomplished to date, it is necessary to evaluate the level of efforts required complete the design support services during construction.

This amendment is necessary due to additions to the scope and the effort associated with significant increases in the number of Contractor Submittals, Requests for Information and Administration that were not anticipated in the previous amendment. The increases in scope and level of effort are in four areas:

- Submittal Reviews
- Requests for Information
- LEED Commissioning
- Additional coordination, administration and management activities

STA staff is recommending the Board approve a contract amendment for the HDR in a not-to-exceed amount of \$282,000 to cover these additional design services.

Fiscal Impact:

The I-80 Eastbound Cordelia Truck Scales Relocation project is being funded with bridge toll funds already allocated to the project.

Recommendation:

Approve a contract amendment for HDR Engineering, Inc. for an amount not-to-exceed \$282,000, to cover engineering services during construction of the I-80 Eastbound Cordelia Truck Scales Relocation Project.

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DATE: November 30, 2012
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, separate Environmental Documents have either been prepared or are being prepared for five major projects, which include the following:

- North Connector Project (Completed)
- I-80 HOV Lanes Project (Completed)
- I-80 Eastbound Cordelia Truck Scales Relocation (Completed)
- I-80 Express Lanes Project (Underway)
- I-80/I-680/SR12 Interchange Project (Subject of this staff report)

Discussion:

The California Transportation Commission (CTC) approved using the \$24.0M in remaining Proposition 1B Trade Corridor Improvement Fund (TCIF) funds for the Initial Construction Package (ICP) for the I-80/I-680/SR 12 Interchange. STA staff is working with Caltrans to expedite the completion of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the project. In order to maintain the schedule for the first construction package, STA staff is now recommending the Board approve an allocation request of \$5.796 million for right-of-way phase for the ICP. As part of the standard process, STA is required to approve the attached resolution, the Initial Project Report (IPR) for Regional Measure 2 (RM 2) Project 7 and cash flow plan (attachments to resolution).

Fiscal Impact:

The right of way/utility relocation activities (right-of-way phase) for the I-80/I-680/SR12 Interchange - ICP project would be funded with toll bridge funds dedicated to the I-80/I680/SR 12 Interchange Complex.

Recommendation:

Approve Resolution No. 2012-19 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$5.796 million in Regional Measure 2 or AB1171 funds for the I-80/I-680/SR 12 Interchange Project for right of way phase.

Attachment:

- A. STA Resolution No. 2012-19

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**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2012-19**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AB1171 FUNDING ALLOCATIONS FROM THE METROPOLITAN
TRANSPORTATION COMMISSION FOR THE I-80/I-680/SR12 INTERCHANGE
PROJECT –INITIAL CONSTRUCTION PACKAGE (ICP)**

WHEREAS, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq; and

WHEREAS, Streets and Highway Code Sections 30950 et seq. created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (“SHC”) Section 31010 (b), funds (generally referred to as “AB1171 funds”) generated in excess of those needed to meet the toll commitments as specified in paragraph (4) or subdivision (b) of section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Code Sections 30913 and 30914; and

WHEREAS, SB 916 (Chapter 715; Statutes 2004), commonly referred to as Regional Measure 2 (“RM2”) identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, MTC is responsible for funding projects eligible for RM2 funds pursuant to Streets and Highways Code Section 30914 (c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 and AB1171 bridge toll funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions; and

WHEREAS, Solano Transportation Authority is the sponsor of the I-80/I-680/SR12 Interchange Project – Initial Construction Package (PROJECT), which is eligible for RM2 and AB 1171 funding; and

WHEREAS, the AB1171 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority is requesting that MTC allocate funds; and

NOW, THEREFORE, BE IT:

RESOLVED, that Solano Transportation Authority certifies the PROJECT is consistent with the Regional Transportation Plan (“RTP”); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, Solano Transportation Authority is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914 (c); and be it further

RESOLVED, the PROJECT is eligible for receipt of AB1171 funds consistent with California Streets and Highway Code section 31010 (b); and be it further

RESOLVED, that Solano Transportation Authority is authorized to submit an application for RM2 and AB1171 funds for PROJECT in accordance with California Streets and Highways Code sections 30913 and 30914(c) as applicable; and be it further

RESOLVED, that there is no legal impediment to Solano Transportation Authority making allocation requests for RM2 and AB1171 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Solano Transportation Authority to deliver such project; and be it further

RESOLVED that Solano Transportation Authority indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Solano Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and AB1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, that Solano Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 and AB1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM2 and AB1171 funds were originally used; and be it further

RESOLVED, that Solano Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the PROJECT is funded with AB1171 Toll Revenues; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his/her designee, to execute and submit an allocation request to MTC for AB1171 funds in the amount of \$5,796,000.00 for right-of-way acquisition for the I-80/I-680/SR12 Interchange, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that Solano Transportation Authority authorizes its Executive Director, or his designee, has been delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Solano Transportation Authority application referenced herein.

Jack Batchelor, Jr., Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of December 2012 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the meeting held this day of December 12, 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority

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Regional Measure 2

Initial Project Report (IPR)

December 2012

Project Title:

Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange

RM2 Project No.

7

Allocation History:

	MTC Approval Date	Amount	Phase
#4	October 2007	\$8,300,000	PA/ED for I-80/I-680/SR12 Interchange (Original allocation was \$13.2M and \$5.2M was transferred to I-80 EB Truck Scales per Allocation #6)
#11	September 2009	\$5,200,000	PA/ED for I-80/I-680/SR12 Interchange
#12	February 2010	\$2,900,000	Utility Relocation for I-80/I-680/SR12 Interchange
#15	December 2010	\$ 7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#18	July 2011	\$7,000,000	PA/ED for the I-80/I-680/SR12 Interchange
#19	February 2012	\$14,280,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package
#20	June 2012	\$1,500,000	PA/ED for the I-80/I-680/SR12 Interchange
#21	October 2012	\$5,980,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

Total: \$46,180,000

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
December 2012	\$ 5,796,000	R/W Phase for the I-80/I-680/SR12 Interchange – Initial Construction Package

I. OVERALL PROJECT INFORMATION

Project Sponsor / Co-sponsor(s) / Implementing Agency

Solano Transportation Authority is the project sponsor and implementing agency.

Project Purpose

The I-80/I-680/SR-12 Interchange experiences traffic congestion due to San Francisco Bay Area commuter traffic, regional traffic using the interstate system, and recreational traffic traveling between the San Francisco Bay Area and Lake Tahoe. The objectives of the proposed project are to alleviate congestion, improve safety, and provide for existing and proposed traffic demand by upgrading the capacity of the freeway and completing a local roadway system that will provide local travelers alternatives to using the freeways for local trips.

The I-80/I-680/State Route (SR) 12 Interchange Project proposes improvements to address traffic operations and congestion in the existing interchange complex, which is located in Solano County. Improvements being considered or cleared in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and other environmental documents include the following components: modification of existing interchanges, adding freeway lanes, constructing new interchanges, auxiliary lanes, high-occupancy vehicle (HOV) lanes and frontage roads within and adjacent to existing freeway rights of way, relocation of the existing westbound truck scales within the interchange area to improve ingress and egress of the truck traffic.

Project Graphics to be sent electronically with This Application

Impediments to Project Completion

The major impediment to accomplish the project completion will be securing necessary funds to complete the interchange improvements. However, there are deliverable phases of this project that are serviceable, provide independent utility and have logical termini. Some of these phases (as discussed below) can be and are being delivered by currently identified fund sources.

The STA is currently delivering the I-80/I-680/SR12 I/C improvements, with the expectation that the I/C improvements will need to be constructed with multiple construction packages.

Operability

Caltrans will be responsible for owning and operating the mainline I/C and I-80 WB Truck Scale improvements.

II. PROJECT PHASE DESCRIPTION and STATUS

Environmental –

Does NEPA Apply: Yes No

I-80/I-680/SR12 Interchange Project -The environmental document for the I-80/I-680/SR12 I/C Project is currently being prepared and will be an EIR/EIS. The document will evaluate the entire project, but a Record of Decision (ROD) can only be issued for the fundable first phase. A Notice of Determination (NOD) will be approved for the entire project. The Draft EIR/EIS was circulated in August 2010 with the Final EIR/EIS scheduled for approval in December 2012.

Design –

Detailed preliminary engineering for I-80/I-680/SR12 Interchange project started in late 2008 and is ongoing.

Right-of-Way Activities / Acquisition –

Right-of-way acquisition related activities (appraisal work) for the I-80/I-680/SR12 Interchange started in November 2011 and R/W acquisition (offers) were made in spring 2012. Utility relocation plans are underway.

Construction / Vehicle Acquisition -

It is currently envisioned that the fundable phase of the I-80/I-680/SR12 Interchange will be implemented with 7 construction packages. The first 3 construction packages are currently in preliminary design. The first construction package (Initial Construction Package (ICP)) is expected to start construction in late 2013.

III. PROJECT BUDGET

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – CP 1, 2, 3	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$29,000
Design - Plans, Specifications and Estimates (PS&E)	6,413
Right-of-Way Activities /Acquisition (R/W)	82,437
Construction / Rolling Stock Acquisition (CON)	189,604
Total Project Budget (in thousands)	\$307,454

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$16,500
Design - Plans, Specifications and Estimates (PS&E)	2,400
Right-of-Way Activities /Acquisition (R/W)	28,956
Construction / Rolling Stock Acquisition (CON)	64,860
Total Project Budget (in thousands)	\$112,716

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,000
Design - Plans, Specifications and Estimates (PS&E)	1,293
Right-of-Way Activities /Acquisition (R/W)	6,696
Construction / Rolling Stock Acquisition (CON)	37,354
Total Project Budget (in thousands)	\$49,343

Project Budget (Escalated to year of expenditure)

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3)	Total Amount - Escalated (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$8,500
Design - Plans, Specifications and Estimates (PS&E)	2,720
Right-of-Way Activities /Acquisition (R/W)	46,785
Construction / Rolling Stock Acquisition (CON)	87,390
Total Project Budget (in thousands)	\$145,395

IV. OVERALL PROJECT SCHEDULE

Phase: I-80/I-680/SR12 I/C Improvements – Initial Const Package, aka, ICP or CP1 Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02	12/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	12/12
Final Design - Plans, Specs. & Estimates (PS&E)	08/12	03/13
Right-of-Way Activities /Acquisition (R/W)	04/12	03/14
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP1	08/13	12/15

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 2 (CP2) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02	12/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	12/12
Final Design - Plans, Specs. & Estimates (PS&E)	12/12	12/13
Right-of-Way Activities /Acquisition (R/W)	01/14	06/15
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP2	10/15	10/17

Phase: I-80/I-680/SR12 I/C Improvements – Const Package 3 (CP3) Phase-Milestone	Planned (Update as Needed)	
	Start Date	Completion Date
Environmental Document	06/02	12/12
Environmental Studies, Detailed Preliminary Eng. (ENV / PE / PA&ED)	06/02	12/12
Final Design - Plans, Specs. & Estimates (PS&E)	12/12	12/14
Right-of-Way Activities /Acquisition (R/W)	06/14	12/15
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON) – CP3	04/16	04/18

V. ALLOCATION REQUEST INFORMATION

Detailed Description of Allocation Request

FY 2012-13: R/W Phase for the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP)

Amount being requested (in escalated dollars)	\$ 5,796,000
Project Phase being requested	R/W
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	December 2012
Month/year being requested for MTC Commission approval of allocation	January 2012

Status of Previous Allocations (if any)

Work is progressing well with the previous allocations.

Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	I-80/I-680/SR12 I/C – ICP or CP1	Draft ED	08/10 (A)
2	I-80/I-680/SR12 I/C – ICP or CP1	Final ED	12/12
3	I-80/I-680/SR12 I/C – ICP or CP1	Final Design	03/13
4	I-80/I-680/SR12 I/C – ICP or CP1	Right of Way Acquisition	03/14
5	I-80/I-680/SR12 I/C – CP2	Draft ED	08/10 (A)
6	I-80/I-680/SR12 I/C – CP2	Final ED	12/12
7	I-80/I-680/SR12 I/C – CP2	Final Design	12/13
8	I-80/I-680/SR12 I/C – CP2	Right of Way Acquisition	06/15
9	I-80/I-680/SR12 I/C – CP3	Draft ED	08/10 (A)
10	I-80/I-680/SR12 I/C – CP3	Final ED	12/12
11	I-80/I-680/SR12 I/C – CP3	Final Design	12/14
12	I-80/I-680/SR12 I/C – CP3	Right of Way Acquisition	12/15

(A) = Actual Date

Impediments to Allocation Implementation

No impediments. The STA, in cooperation with Caltrans, is prepared to move expeditiously to complete the R/W Phase of the I-80/I-680/SR12 Interchange Project – Initial Construction Package (ICP).

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Expenditures for funds being allocated

X The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included.

Next Anticipated RM-2 Funding Allocation Request

January 2013 – Final Design Phase for ICP (CP1), CP2 and CP3 for the I-80/I-680/SR12 Interchange.

VII. GOVERNING BOARD ACTION

Check the box that applies:

X Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Janet Adams
Phone: (707) 424-6010
Title: Director of Projects
E-mail: jadams@sta-snci.com

Information on Person Preparing IPR

Name: Dale Dennis
Phone: (925) 595-4587
Title: STA Project Management Consultant
E-mail: dodennis@dataclonemail.com

Applicant Agency's Accounting Contact

Name: Susan Furtado
Phone: (707) 424-6075
Title: Accounting Manager
E-mail: SFurtado@STA.local

Revised IPR 09.28.07.doc

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase; include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

RM2 - Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 3-Dec-12	
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN															
TCRP	ENV	8,400	3,000												11,400
STIP	ENV	400													400
Local - N. Conn	PS&E			2,300											2,300
Local - N. Conn	R/W			1,000											1,000
Local - N. Conn	CON					18,900									18,900
RM2 - N. Conn	ENV			2,500											2,500
RM2 - N. Conn	PS&E					1,000									1,000
RM2 - N. Conn	R/W					7,000									7,000
RM2 - N. Conn	CON					2,300	15,200								17,500
RM2 - HOV Lanes	ENV			3,475	1,000										4,475
RM2 - HOV Lanes	PS&E				4,525										4,525
RM2 - HOV Lanes	CON				2,000										2,000
CMIA - HOV Lanes	CON					24,324		8,226							32,550
Federal - HOV Lanes	CON					15,377									15,377
AB1171 - I-80/I-680/SR12 Interchange - Overall	ENV					8,300		5,200							13,500
AB1171 - Interchange (ICP, CP2, CP3)	ENV								7,000	7,000	1,500				15,500
AB1171 - Interchange (ICP, CP2, CP3)	PS&E										6,413				6,413
RM2 - Interchange (ICP)	R/W							2,900							2,900
AB1171 - Interchange (ICP)	R/W								14,280	11,776					26,056
AB1171 - Interchange (ICP)	CON										29,448				29,448
STIP (ICP)	CON										11,412				11,412
CMIA (ICP)	CON										24,000				24,000
Br Tolls/Fed/STIP/Local (CP 2)	R/W										6,696				6,696
Br Tolls/Fed/STIP/Local (CP 2,3)	R/W												46,785		46,785
Br Tolls/Fed/STIP/Local (CP 2, 3)	CON											37,354		87,390	124,744
TCRP - EB Truck Scales	ENV					600									600
RM2 - I-80 EB Truck Scales	ENV					5,200		1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							12,200							12,200
RM2 - I-80 EB Truck Scales	R/W							7,500							7,500
AB1171 - I-80 EB Truck Scales	CON								22,583						22,583
TCIF/SHOPP	CON									37,292					37,292
RM2 - FF-Vac Express Lanes	ENV							1,100	15,300						16,400
RM2 - Vallejo Express Lanes	ENV										2,300				2,300
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
Federal, State - Interchange (CP 1)	CON														
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
Local, Federal or STIP	ENV													14,168	14,168
Local, Federal or STIP	PS&E													122,085	122,085
Local, Federal or STIP	R/W													79,485	79,485
Local, Federal or STIP	CON													1,416,806	1,416,806
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		8,800	3,000	9,275	7,525	83,001	15,200	38,126	22,300	81,155	93,545	37,354	46,785	1,719,934	2,166,000

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

**DELIVERABLE SEGMENT FUNDING PLAN AND CASH FLOW
I-80_I-680_SR12 Interchange**

(Amounts Escalated in Thousands)

Project Title: I-80 Eastbound Truck Scales														Project ID: 7	
Agency: Solano Transportation Agency														Plan Date: 3-Dec-12	
RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
TCRP	ENV					600									600
RM2 - I-80 EB Truck Scales	ENV					5,200		1,000							6,200
RM2 - I-80 EB Truck Scales	PS&E							12,200							12,200
RM2 - I-80 EB Truck Scales	R/W							7,500							7,500
AB1171 - I-80 EB Truck Scales	CON									22,583					22,583
TCIF/SHOPP	CON									37,292					37,292
RM-2 SEGMENT FUNDING TOTAL															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
						5,800		20,700		59,875					86,375

Comments:

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	TCRP	4/30/2008	12,000	-
	STIP	8/31/2005	400	-
	RM2 (I-80 HOV Lanes)	12/31/2008	4,475	-
	RM2 (I-80/I-680 Interchange)	12/31/2011	24,271	4,729
	RM2 (I-80 EB Truck Scales)	12/31/2011	6,200	
	RM2 (North Connector)	12/31/2010	2,500	-
	RM2 (I-80 Express Lanes)	12/31/2011	3,368	13,032
PS&E	RM2 (I-80 HOV Lanes)	12/31/2011	3,802	723
	Local (North Connector)	12/31/2010	2,300	-
	RM2 (North Connector)	12/31/2011	1,000	-
	RM2 (I-80 EB Truck Scales)	12/31/2011	7,428	3,902
R/W	RM2 (North Connector)	12/31/2011	5,105	1,895
	Local (North Connector)	12/31/2010	1,000	-
	RM2 (I-80 EB Truck Scales)	12/31/2011	3,834	3,666
	RM2 (I-80/I-680 Interchange)	12/31/2011	2,357	20,803
CON / Operating	RM2 (I-80 HOV Lanes - GVB)	12/31/2010	1,922	
	Local (North Connector)	12/31/2010	18,900	-
	RM2 (North Connector)	12/31/2011	12,782	4,718
	RM2 (I-80 EB Truck Scales)	12/31/2011	17,462	8,438
Total to date (in thousands)			131,106	61,906

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 7
Date: 12/3/2012

TITLE OF PROJECT Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange	RM2 Legislation ID (and project subelements if any) 7
NAME AND ADDRESS OF IMPLEMENTING AGENCY STA One Harbor Center, Ste 130 Suisun City CA 94585	

Phases: *PA/ED*

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
R/W Phase	120	\$ 64.83	\$7,780
	0	\$ 64.83	\$0
	0	\$ 64.83	\$0
	0	\$ 64.83	\$0
			\$0
			\$0
TOTAL DIRECT LABOR			\$7,780
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	
STA Overhead (103% OH Rate)	50%	8,013	
TOTAL BENEFIT			\$4,006
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS/CONTRACTORS (Identify - purpose - rate)			
		RATE	
R/W Phase for ICP		\$5,754,214	
Project Management		\$30,000	
TOTAL CONSULTANTS			\$5,784,214
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			\$0
6. TOTAL ESTIMATED COST			\$5,796,000

CERTIFICATE

The labor rates and the overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Bidder represents: (a) that he ___has, ___has not, employed or retained any company or person (other than a full-time bona fide employee working solely for the bidder) to solicit or secure his contract, and (b) that he ___has, ___has not, paid or agreed to pay to any company or person (other than a full-time bona fide employee working solely for the bidder) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to furnish information relating to (a) and (b) above, as requested by the Contracting Officer.

For interpretation of the representation including the term "bona fide employee," see Code of Federal Regulations, Title 44, Part 150.

SIGNATURE AND TITLE OF AUTHORIZED REPRESENTATIVE OF IMPLEMENTING AGENCY

DATE

December 3, 2012

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DATE: November 30, 2012
TO: STA Board
FROM: Sofia Recalde, Transit Mobility Coordinator
RE: 2013 Paratransit Coordinating Council (PCC) Work and Outreach Plans

Background

In preparation for 2013, STA staff and the Paratransit Coordinating Council (PCC) have updated the PCC Work Plan and Outreach Plan. The purpose of the PCC Work Plan and outreach activities are to promote awareness of the PCC and its advisory function and to encourage people with disabilities, seniors, and the economically disadvantaged to have the opportunity to provide comments on Solano County's transportation system.

Discussion:

Some of the activities in 2013 PCC Work Plan and Outreach Plan includes: The PCC brochure will be updated 2013 by STA staff and presented to the PCC for comment and approval. The current PCC brochure will continue to be distributed throughout the County, including inside paratransit vehicles and to a minimum of two locations in each city within Solano County. In addition, the PCC approved a series of targeted outreach activities in the 2013 Outreach Plan, including rotating the PCC meeting location throughout the county to make it easier for the public to attend, broadly publicizing meetings, and improving PCC presence on the internet.

At the November 2012 PCC meeting, the PCC unanimously voted to forward a recommendation to the STA Board to approve the 2013 PCC Work Plan (Attachment A) and the 2013 PCC Outreach Plan (Attachment B). The PCC may wish to add tasks to the Work and/or Outreach Plans throughout the year, as they deem necessary. After approval of any changes to the Work or Outreach Plan by the PCC, the modifications to the Work or Outreach Plan would brought back to the STA Board for action.

Fiscal Impact:

The 2013 Work Plan expenses are included the FY 2012-13 budget.

Recommendation:

Approve the 2013 PCC Work Plan as shown in Attachment A and the 2013 PCC Outreach Plan as shown in Attachment B.

Attachment:

- A. 2013 PCC Work Plan
- B. 2013 PCC Outreach Plan

2013 PARATRANSIT COORDINATING COUNCIL (PCC) WORK PLAN

ACTIVITY	TASKS	2013 TIMELINE
Administrative	Elect PCC Officers (as needed)	January 2013
Outreach	Develop a strategy to increase/maintain PCC Membership (i.e., press releases letters of outreach, etc.)	January – December Until vacancies are filled.
	Improve the identity of the PCC through marketing strategies	January – December
	Outreach to Solano Community College	January - December
	Outreach to senior centers, people with disabilities, low income residents, and transit dependent groups	January – December
	Develop stronger PCC presence on the STA Website	January – December
Projects	Participate in studies that impact transportation for seniors and people with disabilities.(Mobility Management Program)	January – December
	Develop expertise and understanding of the range of transportation services for Solano seniors, people with disabilities, low income individuals, and transit dependents	January – December
	Improve understanding of Americans with Disabilities Act (ADA) and how it relates to ADA Paratransit and transit services. (The ADA Topics Guide)	January – December
Funding	Establish FTA Section 5310 application scoring subcommittee	TBA
	Review and score FTA Section 5310 applications	TBA
	Review TDA Article 4/8 Claims for Cities and County of Solano	January – December

2013 Solano Paratransit Coordinating
Council
Draft Outreach Plan

Purpose:

- To increase the awareness of the Paratransit Coordinating Council and its information and advisory functions on transportation issues concerning Solano seniors, people with disabilities, the economically disadvantaged, and transit dependent riders.
 - To encourage participation in the PCC as committee members and by the public in general.
1. Update and print the Paratransit Coordinating Council Brochure as needed
 2. Distribute Paratransit Coordinating Council Brochures
 - a. Paratransit Vehicles
 - i. Make brochures available to all Paratransit providers for distribution on their vehicles (*The brochure will be updated in 2013*)
 - b. Distribute brochures at two or more locations in each city in Solano County
 - i. Vallejo
 1. Florence Senior Center
 2. Solano Employment Connection (display rack)
 3. JFK Library
 - ii. Fairfield
 1. Independent Living Center (display rack)
 2. Fairfield Senior Center
 3. Solano Community College (display rack)
 4. City Hall
 - iii. Suisun City
 1. Nelson Community Center (display rack)
 2. Suisun City Hall (display rack)
 - iv. Vacaville
 1. Vacaville Library – Ulatis Community Center (display rack)
 2. Vacaville Senior Center (display rack)
 3. City Hall
 - v. Rio Vista
 1. Rio Vista City Hall (display rack)
 2. The Family Resource Center (display rack)
 3. Rio Vista Senior Center
 - vi. Benicia
 1. Benicia Library (display rack)
 2. Benicia Senior Center
 3. City Hall

- vii. Dixon
 - 1. Dixon Chamber of Commerce (display rack)
 - 2. Dixon Senior Center (display rack)
 - 3. City Hall
- 3. Outreach Program targeting senior centers and groups
 - a. Hold a PCC meeting at a different location throughout the year b.
 - Publicize meetings
 - 1. Distribute agenda to Board Clerk at all Cities/County
 - 2. Flyers on Paratransit vehicles in the city the meeting will be held
 - 3. Senior Centers of the city where the meeting will be held
 - 4. Post on STA website
 - 5. Post in Newspaper
 - c. Improve PCC presence on the internet by linking improved STA website pages to senior and people with disabilities interest groups via weblinks.
 - d. Location of Meetings (depending on availability)
 - 1. Suisun City Hall (DART) – January
 - 2. Solano Community College – Fairfield Campus (DART/SolTrans) -March
 - 3. Ulatis Community Center (Vacaville City Coach Special Services)- May
 - 4. Fairfield Community Center (DART) July
 - 5. Benicia City Hall (SolTrans) - September
 - 6. Vallejo Joseph Room at JFK Library (SolTrans) - November



DATE: November 26, 2012
TO: STA Board
FROM: Susan Furtado, Accounting & Administrative Services Manager
RE: STA's Annual Audit Fiscal Year (FY) 2011-12

Background:

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) and the Office of Management and Budget (OMB) Circular A-133 (Audits of State, Local Government, and Non-Profit Organizations).

Vavrinek, Trine, Day (VTD) & Co, LLP, a Certified Public Accountant (CPA) firm from Palo Alto, California, is the auditing firm retained by the STA to perform the STA's annual financial reviews and funding compliance, appraise STA's accounting internal controls, and issue Single Audit Reports. VTD has extensive experience in conducting governmental audits with concentration in transit program and activities in accordance with Government Auditing Standards Board (GASB), the provisions of the Single Audit Act Amendments of 1996, and the OMB Circular A-133.

Discussion:

In October 2012, Vavrinek, Trine, Day & Co, LLP performed their third annual financial review, funding compliance, and internal controls audit for STA. Their audit evaluation resulted of a thoroughly-prepared audit process noting no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses. The audit report is formatted to reflect GASB reporting requirements and compliance.

Vavrinek, Trine, Day & Co, LLP issued STA's Basic Financial Statements and Single Audit for FY 2011-12, which reflects an overall financial position with no reportable deficiencies or material weakness that will adversely affect STA's primary missions. The audit did not disclose any reportable findings or questions in accordance with GASB 34 and OMB Circular A-133.

The annual audit for FY 2011-12 is the seventh consecutive fiscal year STA has received an unqualified audit report. This fiscal and administrative requirement is sufficient to ensure that STA funds are used in compliance with all applicable Federal statutory and regulatory provisions, and costs were reasonable and necessary for operating its programs.

Fiscal Impact:

None

Recommendation:

Receive and file.

Attachment:

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2012. (Copies have been provided to the STA Board Members under separate enclosure. Copies are available upon request by contacting the STA office at (707) 424-6075.)

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DATE: December 4, 2012
TO: STA Board
FROM: Sofia Recalde, Transit Mobility Coordinator
RE: Mobility Management Plan

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan will identify existing services and programs, explore potential partnerships, and analyze how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan will address four key elements to assist seniors, people with disabilities, and low income and transit dependent individuals with their transportation needs. These four elements are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

All of these strategies were included in the scope of work for the Solano Mobility Management Program and were identified as priorities in the Senior and People with Disabilities Study.

These four elements have been presented to the Solano Seniors and People with Disabilities Transportation Advisory Committee, the Paratransit Coordinating Council (PCC), the Intercity Transit Consortium, and the STA Board. Once all comments have been compiled and incorporated as appropriate, STA will request Board approval to release the Draft Mobility Management Plan for comment and approval in January 2013.

Discussion:

The goal of a Countywide In-Person ADA Eligibility and Certification process is to ensure an accurate and consistent eligibility process in completed countywide for paratransit service to those in actual need of the service and to promote alternative transportation modes for people who may be able to use fixed route and other transportation options.

Currently, transit operators in Solano County use a paper-based application process to certify ADA eligible applicants. The application is similar between operators but not identical. Each of the transit operators makes its own eligibility determinations. None of the operators require an in-person interview or assessment for eligibility, but all of the operators require professional verification of the applicant's disability.

According to ADA regulations paratransit eligibility shall be based on one's physical and cognitive ability to use and navigate fixed route service, not on the existence of a disability alone. As such, the STA seeks to address this discrepancy by developing an in-person eligibility and certification process that will make more precise ADA eligibility determinations. The goal of this program is to relieve demand on paratransit in Solano County, improve service for eligible paratransit passengers, ensure that applicants are "catching the right bus", and inform non-ADA eligible applicants about their transportation options.

SolTrans currently has a contract with its purchased transportation provider to administer its ADA eligibility and certification process to its passengers. This contract expires June 30, 2013, and SolTrans will have a new contract in place by July 1, 2013. SolTrans has requested that a countywide ADA eligibility and certification process be in place by July 1, 2013 to line up with their new contract. In order for the STA to implement the countywide in-person ADA eligibility program by July 1, 2013, a Request for Proposal (RFP) for a ADA eligibility and certification process needs to be released by the end of December 2012. STA staff is requesting a recommendation to the Board to approve releasing an RFP in December upon collaboration with Intercity Transit Consortium on the RFP's scope of work.

A draft scope of work was sent to the Consortium for comments November 30th for their review and input. STA staff will work with the Consortium to incorporate edits and comments before the mid-December before releasing the RFP. Once a provider is on board through this RFP process, it is planned to run this Countywide In-Person ADA Eligibility and Certification for up to two years. An assessment of this countywide process will be at the end of these two years.

Fiscal Impact:

In June 2012, the STA Board approved \$289,343 in Regional Paratransit State Transit Assistance funds (STAF) for Mobility Management Program Implementation. Part of this funding will be used to fund this project.

Recommendation:

Approve the following:

1. Authorize the Executive Director to release a Request for Proposals for services for the Countywide In-Person ADA Eligibility and Certification Process as shown in Attachment A; and
2. Authorize the Executive Director to enter into a contract not-to-exceed \$289,343 for a Countywide In-Person Eligibility and Certification Process for Solano County for Fiscal Years (FY) 2013-14 and 2014-15.

Attachments:

- A. Scope of Work for the Countywide In-Person ADA Eligibility and Certification Process

SCOPE OF SERVICE TASKS

The goal of a Countywide In-Person ADA Eligibility process is to ensure the consistent provision of paratransit service to those in actual need of the service and to promote alternative transportation modes for people who may be able to use fixed route and other transportation options. Per ADA regulations, assessment of paratransit eligibility shall be based a functional model as opposed to a medical model. Thus, an applicant’s functional ability to use and navigate the fixed route service will determine ADA paratransit eligibility and will, in most cases, not be based solely on a medical condition or diagnosis.

The STA, in coordination with the County of Solano and the transit operators in Solano County intend to retain a qualified and committed contractor to work closely with STA and transit operators to develop, implement and perform the functions of a Countywide In-Person ADA Eligibility program via the following major tasks:

1. Confirm Program Goals and Finalize Scope of Services and Work Plan;
2. Maintenance and dissemination of written and oral information about ADA eligibility including ADA background material, ADA eligibility application and instructions, and the Regional Eligibility Database (RED);
3. Review submitted applications for completeness. Incomplete applications will be returned to the applicant for completion;
4. Schedule and arrange for in-person interviews and assessments in locations throughout Solano County using a “circuit rider” approach;
5. Conduct in-person interviews and functional assessments for applicants to determine ADA paratransit eligibility;
6. Determine applicant eligibility consistent with the ADA and inform applicant in a clear written format with supportive documentation;
7. Enter eligible applicants into the RED system and notify STA and appropriate transit operators of applicant’s ADA eligibility determination;
8. Recertify current clients on a three year cycle;
9. Accommodate applicants in languages other than English, including sign language, during in-person interviews and assessments upon request;
10. Provide applicants with information presented in accessible formats upon applicant need or request;
11. Maintain applicant files. Record and report all activity and findings to STA and transit operators;
12. Assist transit operators with local appeals process;
13. Compliance with all provisions of HIPAA

The following details each task with task deliverable information:

Task 1. Confirm Project Goals and Finalize Scope of Services and Work Plan

- | | |
|----------|---|
| Task 1.1 | Kick off meeting with STA and selected contractor to negotiate final task budget and determine final schedule with milestones and deliverables. |
|----------|---|

Task 1.2 Develop detailed project budget and schedule.

Task 1 Deliverable
1) Finalized budget and detailed project schedule.

Task 2. Maintenance and dissemination of written and oral information about ADA eligibility including ADA background material, ADA eligibility application and instructions, and the Regional Eligibility Database (RED)

Task 2.1 Gather information about ADA eligibility including educational material, existing transportation services and options, paratransit application and instructions. Present information to the public over the phone and via the internet, brochures, and at four (4) outreach events per year. Provide information to STA and transit operators to post on website.

Task 2.2 Identify key stakeholders in the County that deliver transportation services for seniors and people with disabilities and create a strategy for educating them about the new Countywide In-Person ADA Eligibility Process via in-person presentations and in narrative format.

Task 2.3 Update ADA eligibility resources as needed and inform applicants and stakeholders of any new rules, regulations or procedures.

Task 2 Deliverable
1) Dissemination of information regarding ADA eligibility including educational material, existing services, the application and instructions, and RED to the public, STA, and transit operators.
2) An outreach strategy to educate stakeholders about the new program.
3) Update ADA eligibility resources as needed and inform necessary parties.

Task 3. Review submitted applications for completeness

Task 3.1 Review submitted applications for completeness. If incomplete, indicate which sections need to be completed or if any supporting documents are needed. Return to applicant for completion.

Task 3 Deliverable
1) All applications are complete prior to in-person interviews and assessments.

Task 4. Schedule and arrange for in-person interviews and assessments in locations throughout Solano County using a “circuit rider” approach

- Task 4.1 The “circuit rider” approach will alternate the locations of the in-person ADA eligibility process throughout the County in order to promote greater access to this service. Contractors will work with transit operators to determine available locations in each of their jurisdictions where ADA eligibility interviews and functional assessments can occur. Sites must be ADA accessible and be suitable to evaluate the applicant’s ability to use transit in that city.
- Task 4.2 Create a monthly schedule for interview/assessment locations and make the schedule available to the public.
- Task 4.3 Coordinate with applicants to schedule in-person interviews and assessments. Follow-up with a confirmation phone call.
- Task 4.4 If applicant is not able to transport him/herself to the interview/assessment location, work with applicant to coordinate transportation to and from the in-person interview site.

Task 4 Deliverable
<ol style="list-style-type: none">1) Identification of various sites throughout the County in which to conduct in-person interviews and assessments.2) Creation of a monthly “circuit rider” schedule.3) Schedule in-person interviews and assessments.4) Coordinate transportation to and from the in-person interviews and assessments.

Task 5. Conduct in-person interviews and functional assessments for applicants to determine ADA paratransit eligibility

- Task 5.1 Propose what conditions, if any, may warrant an alternative eligibility process. For example, individuals who are legally blind or whose application is based on seizures or psychiatric disabilities may undergo a different application process. Approval by transit operators will be necessary in order to implement a simplified process for certain applicants.
- Task 5.2 Develop an in-person interview script/worksheet for ADA eligibility in order to gather information about the applicant’s disability
- Task 5.3 Research various functional assessments that can be used to determine one’s physical and/or cognitive abilities to access and ride transit in that city. Select a series of assessments that can be adapted for use in Solano County.
- Task 5.4 Interview applicants and evaluate their physical and/or cognitive ability or inability to safely access and use transit in a consistent manner.

Task 5.5 Photograph applicant for the ADA eligibility identification card (pending eligibility determination).

Task 5 Deliverable	
1)	Propose which conditions, if any, may warrant an alternative eligibility process and propose the alternate process for such applicants.
2)	Development of an in-person interview script/worksheet for ADA eligibility
3)	Selection of functional assessments to determine the applicant's physical and/or cognitive abilities to access and use transit.
4)	Uniform conduct and evaluation of in-person interviews and functional assessments.
5)	Photo identification cards for eligible applicants.

Task 6. Determine applicant eligibility consistent with the ADA and inform applicant in a clear written format with supportive documentation

- Task 6.1 Make a determination of applicant's ADA eligibility based on the information garnered from in-person interviews and functional assessments.
- Task 6.2 Provide applicants with information about transportation options and travel training if the applicant is found to be ineligible at the time of the in-person assessment.
- Task 6.3 Mail applicants a package with written documentation notifying them of the determination. If eligible, the package must contain a photo identification card. If conditionally or temporarily eligible, the package must include a photo ID card and information about the appeal process. If ineligible, the package must include information about the appeal process and information about travel training/travel options.
- Task 6.4 Determination letters must be mailed to applicant within 21 days after completion of the in-person interview and assessment or receipt of the simplified paperwork. A penalty of \$40 will be imposed on the contractor for failure to complete the eligibility process within this time frame and an additional \$40 for every paratransit trip taken by applicant granted presumptive eligibility as a result of the contractor's failure to complete the eligibility within this time frame.

Task 6 Deliverable	
1)	Make determinations of applicant's ADA eligibility.
2)	Provide information about transportation options and travel training as needed.
3)	Mailed determination letters and any supportive documentation within 21 days of the in-person interview and assessment or receipt of the simplified paperwork.

Task 7: Enter eligible applicants into the RED and notify STA and appropriate transit operators of applicant's ADA eligibility determination

- Task 7.1 Enter ADA eligible applicants into the RED as determinations are made.
- Task 7.2 Notify STA staff and appropriate transit operators of all applicant determinations via email as the determinations are made.

Task 7 Deliverable
1) Input of ADA eligible applicants into the RED. 2) Notification of all applicant determinations to STA and the corresponding transit operator.

Task 8. Recertify current clients on a three year cycle

- Task 8.1 All passengers who were certified ADA eligible prior to the implementation of the countywide eligibility program will need to undergo an in-person interview and assessment for recertification.
- Task 8.2 Passengers who were certified after the implementation of the countywide eligibility program will be able to recertify using a simplified recertification process. Contractor shall propose a simplified recertification process and work with STA and transit operators for final determination to be used.
- Task 8.3 Establish a system for notifying existing ADA eligible passengers of their upcoming eligibility expiration 90 days in advance of the expiration date via phone call and mailed letter.
- Task 8.4 Recertify ADA eligible passengers and notify all applicants of the determination via mailed letter within 21 days of the in-person assessment or receipt of paper application. A penalty of \$40 will be imposed on the contractor for failure to complete the eligibility process within this time frame and an additional \$40 for every paratransit trip taken by applicant granted presumptive eligibility as a result of the contractor's failure to complete the eligibility within this time frame.

Task 8 Deliverable
1) In-person evaluation and recertification of ADA eligible passengers certified before July 2013 2) Recertification of ADA eligible passengers using a simplified recertification process starting July 2016. 3) Timely notification of all ADA passengers of upcoming eligibility expiration. 4) Mailed determination letters and any supportive documentation within 21 days of the in-person interview and assessment or receipt of the simplified paperwork.

Task 9. Accommodate applicants in languages other than English, including sign language, during in-person interviews and assessments upon request

- Task 9.1 Make language interpreters, including sign language, available for applicants upon request. Requests must be made within 48 hours of appointment. A telephone-based or other interpreter is acceptable.

Task 9 Deliverable
1) Provide language interpreters as needed.

Task 10. Provide applicants with information presented in accessible formats upon applicant need or request

- Task 10.1 Make the following disability aids available for applicants upon need or request:
1. Braille interpretation
 2. Large print type
 3. Telecommunications display device (TDD)
 4. Others as needed

Task 10 Deliverable
1) Provide disability aids as needed.

Task 11. Maintain applicant files. Record and report all activity and findings to STA and transit operators.

- Task 11.1 Provide STA and transit operators with monthly reports about application activity, applicant profile, and documentation of interviews and assessments.

Application activity reports will include the following information:

1. Number of applicants interviewed;
2. Results of functional assessments;
3. Number of determinations, by type:
 - a. Eligible
 - b. Conditionally eligible by condition
 - c. Temporarily eligible
 - d. Ineligible (new applicant)
 - e. Ineligible (recertification);
4. Number of applicants taking more than 10 business days to schedule an appointment with an explanation for why for each case;
5. Number of applicants for whom a determination has not been made within 21 days of assessment or receipt of simplified paperwork with an explanation for why in each case;

6. Average processing time, from completion of in-person interviews and assessment or receipt of simplified paperwork to the mailing of determination letters;
7. Any informational updates and suggestions for modifying, simplifying or improving the test procedures and results

Applicant profile reports will include the following information:

- 1) Applicant name;
- 2) New application or recertification;
- 3) Applicant ID number;
- 4) Applicant’s home address, mailing address (if different than home address), phone number(s) and email address;
- 5) Applicant’s emergency contact with phone number(s);
- 6) Date completed application received;
- 7) Date applicant interviewed and assessed;
- 8) Type of assessment;
- 9) Eligibility determination with conditional information as applicable;
- 10) Date of eligibility expiration;
- 11) Mobility device used, if any;
- 12) Size of wheelchair or scooter, if any, including dimensions and weight with applicant;
- 13) Personal care attendant, if any
- 14) Special customer needs or comments for the driver, if any
- 15) Disability code

Documentation of Assessments will include the following information:

- 1) Application form
- 2) Interview script
- 3) Functional assessment forms
- 4) Copy of determination letters

Task 11 Deliverable
1) Monthly reports on application activity, applicant profile, and documentation of interviews and assessments.

Task 12. Assist transit operators with local appeals process

- Task 12.1 In the event that an applicant appeals the ADA eligibility determination, contractor will provide local operators with information about the applicant and application and/or participate in the appeals process upon request from transit operator.

Task 12 Deliverable
1) Provide applicant information to transit operators for the appeal process and/or participate in the appeals process upon request.

Task 13. Compliance with all provisions of HIPAA

Task 13.1 Since contractor will have access to confidential personal and medical information about the applicant, the contractor must comply with all provisions of the Health Insurance Portability and Accountability Act.

Task 12 Deliverable
1) Compliance with all provisions of HIPAA



DATE: December 3, 2012
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: Additional OneBayArea Grant (OBAG) Funds for Local Streets and Roads Projects

Background:

OneBayArea Grant (OBAG), \$18.8 M for Solano County

On May 17, 2012, the Metropolitan Transportation Commission (MTC) released guidelines for the OBAG program. OBAG is a new program developed by MTC and the Association of Bay Area Governments (ABAG) for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. OBAG combines funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network Congestion Management Agency (CMA) Planning activities, and other STP and CMAQ eligible transportation activities into one grant proposal. For STA, OBAG funding is estimated to be \$18.8 M over 4 years.

STA OBAG Call for Projects

On July 12, 2012, the STA Board designated funding for existing commitments, including a commitment of the remaining \$5.1 M in STP funds for Local Streets and Roads (LS&R) maintenance and \$7.6 M for CMAQ projects. Calls for projects for both LS&R projects and CMAQ projects were issued in July and due to the STA in August 2012.

STA Board Approval of OBAG LS&R Funds

On April 11, 2012, the STA Board approved a recommendation to designate 60% of the remaining OBAG funds to maintain local streets and roads. On September 12, 2012, the STA Board approved Resolution No. 2012-16, which approved \$5.1 M of OBAG STP funds for LS&R projects. Exhibit A of the STA Board resolution allocates \$5.1 M between each STA member agency (Attachment A). Exhibit B is the list of STA approved projects that have satisfied or will satisfy MTC's OBAG programming requirements (Attachment B).

STA staff plans to submit to MTC LS&R projects for programming into the Transportation Improvement Program (TIP) upon receipt of OBAG documents required by MTC, such as Resolutions of Local Support, Complete Streets Resolutions and Self-Certifications. Since November 1, 2012, the STA has submitted two LS&R projects for programming:

- County of Solano, STP Overlay 2013
 - Widen, repair, overlay, stripe and sign for the following roads: Birds Landing Road, Collinsville Road, King Road, Midway Road and Putah Creek Road.
 - \$1,094,000 STP funds
- City of Vallejo, Vallejo Downtown Streetscape - Phase 3
 - Downtown Streetscape improvements on Sacramento Street (between Georgia and Virginia streets) and Georgia Street (between Santa Clara and Sacramento streets).
 - \$173,000 STP funds
 - \$611,000 CMAQ funds (swapped STP through October STA Board action)

Discussion:

MTC Proposes to shift \$1.38M of OBAG CMAQ to STP

On September 28, 2012, MTC staff proposed to shift \$26 M of CMAQ to STP within the total \$320 M OBAG program (Attachment C). This was based on a request from Bay Area CMAs for MTC to make available additional STP funds to the County OBAG process. For Solano County, this would shift \$1.38 M from CMAQ to STP. Based on prior STA Board policy to target up to 60% of the remaining OBAG funds to LS&R projects, additional STP funding would be considered for allocation to local agencies for additional street rehabilitation through formula shares.

In anticipation of MTC taking this action in December to shift OBAG funding, STA staff has estimated the distribution of \$1.38 M using prior LS&R formula distribution amounts (Attachment D). Most local agencies are estimated to receive about \$100,000 to \$200,000 in additional funding as shown below:

- County of Solano, \$1.389 M (+ 0.296 M)
- City of Benicia, \$0.495 M (+ 0.105 M)
- City of Dixon, \$0.584 M (+ 0.125 M)
- City of Fairfield, \$1.424 M (+ 0.304 M)
- City of Suisun City, \$0.356 M (+ 0.076 M)
- City of Vacaville, \$1.231 M (+ 0.262 M)
- City of Vallejo, \$0.384 M (+ 0.212 M)

Available funds for the County of Solano and the City of Vallejo would be less by the amounts already programmed for FY 2012-13 projects (i.e., \$0.295 M for the County of Solano and \$0.212 M for the City of Vallejo). The City of Rio Vista's shares continue to be less than the funding already advanced to Rio Vista through a prior local funding swap with the City of Vacaville in the first federal cycle. When Rio Vista's shares exceed those of the swapped amount, STA staff will review available funds with the STA TAC and make any necessary recommendations at that time.

At the November 28, 2012 STA Technical Advisory Committee (TAC) meeting, the TAC unanimously approved forwarding a recommendation to the STA Board to program the additional \$1.38M of Surface Transportation Program (STP) funds for Local Streets and Roads projects.

Fiscal Impact:

None to STA. An additional \$1.38 M of One Bay Area Grant (OBAG) Surface Transportation Program (STP) funds would be distributed between local agencies as described in Attachment E. Availability of funding is contingent on the Metropolitan Transportation Commission (MTC) taking action to shift OBAG funding between funds sources as well as approving project funding in the Transportation Improvement Program (TIP).

Recommendation:

Approve the programming of \$1.38 M of additional Surface Transportation Program (STP) funds for Local Streets and Roads projects as described in Attachments B and E.

Attachments:

- A. STA Board Resolution 2012-16, Exhibit A, Allocation of OBAG LS&R funds for jurisdictions within Solano County
- B. STA Board Resolution 2012-16, Exhibit B, STA Projects Approved to Receive OBAG LS&R Funds
- C. OBAG Fund Source Distribution Update, September 28, 2012
- D. Remaining One Bay Area Grant (OBAG) funds in Solano County, November 7, 2012
- E. Revised Exhibit A, Revised Allocation of OBAG LS&R funds for jurisdictions within Solano County, November, 16, 2012

Exhibit A

Allocation of OBAG LS&R funds for jurisdictions within Solano County

Jurisdiction	OBAG LS&R Shares – Solano County Jurisdictions
County of Solano	\$1.094
Benicia	\$0.390
Dixon	\$0.460
Fairfield	\$1.122
Suisun City	\$0.280
Vacaville	\$0.970
Vallejo	\$0.784
TOTAL	\$5.100

Exhibit B
 STA Projects Approved to Receive OBAG LS&R Funds

Jurisdiction	Project	Amount
Benicia	East 2 nd Street (I-780 On/Off Ramp to Industrial Way)	\$450,000
Dixon	Project submittal being revised by City staff	
Fairfield	Beck Avenue (West Texas to SR 12)	\$1,900,000
Suisun City	Walters Road (Peterson Rd. to Bella Vista Rd.) and Pintail Drive (Walters Road to Blackspur Drive)	\$502,199
Vacaville	Depot Street (Mason Street to E Monte Vista Ave.)	\$160,000
	Leisure Town Road (N. of Stonegate Drive to Orange Drive)	\$505,600
	E Monte Vista Ave (Browns Valley Pkwy area)	\$59,200
	Allison Drive (Nut Tree Pkwy to E Monte Vista Ave)	\$164,000
	Vaca Valley Pkwy (Browns Valley Rd to E Monte Vista Ave.)	\$628,800
	Ulatis Drive (Nut Tree Rd to Leisure Town Rd.) -	\$579,200
	Davis Street (N of Claremont Ave to Alamo Dr.) -	\$208,000
Vallejo	Georgia Street (Santa Clara St to Sacramento St.)	\$885,500
Solano County	Birds Landing Road (1 mi south SR-12 to 2.47 mi south SR-12) -	\$359,000
	Birds Landing Road (Collinsville Rd to .88 miles east of Collinsville Road) -	\$200,000
	Collinsville Road (1 mi south to .92 miles north of Talbert Lane)	\$469,000
	King Road (Bulkley Road to Liberty Island Road) -	\$113,000
	Midway Road (UPRR Right of Way to Pitt School Road) -	\$92,000
	Putah Creek Road (.42 miles east to 0.84 mi east Pleasants Valley Road) -	\$75,000

TO: CMA Executive Directors;

DATE: September 28, 2012

FR: Ross McKeown

RE: OBAG Fund Source Distribution Update

Attached for your information is the proposed update to the OBAG fund source distribution for the One Bay Area Grant (OBAG) program. The distribution has been revised and updated from earlier versions to reflect changes due to the new Regional Housing Needs Allocation (RHNA) released by the Association of Bay Area Governments (ABAG) in July. The Commission will be asked to formally revise the distribution in MTC Resolution 4035 (as shown in the table below) in October 2012.

Furthermore, the STP/CMAQ distribution has been tentatively updated to reflect a proposal to program up to \$13 million annually for Transit Performance Initiative (TPI) capital projects from the existing STP Transit Capital Program funds instead of the FTA 5339 Bus program. It is expected that roughly half of the TPI programming can use CMAQ rather than STP, making up to \$26 million in STP available over the life of OBAG. This change in fund source is within the currently programmed amount for the Cycle 2 regional Transit Capital Program and does not affect the amount of funding available for OBAG – only the fund source. This proposal will be considered by the Commission in October as part of the FTA Transit Capital Priorities programming policies. If approved, the revised STP/CMAQ distribution will be available as shown on the attached table.

Proposed OBAG County Distribution Update Using Most Current RHNA

County	Proposed Distribution	May 2012 Action	Proposed Update*	Difference
Alameda	20.0%	\$63,732,000	\$63,065,000	(\$667,000)
Contra Costa	14.4%	\$44,787,000	\$45,204,000	\$417,000
Marin	3.5%	\$10,047,000	\$10,028,000	(\$19,000)
Napa	1.9%	\$6,653,000	\$6,661,000	\$8,000
San Francisco	11.3%	\$38,837,000	\$38,584,000	(\$253,000)
San Mateo	10.1%	\$26,246,000	\$26,524,000	\$278,000
Santa Clara	25.2%	\$87,284,000	\$88,126,000	\$842,000
Solano**	5.8%	\$18,801,000	\$18,769,000	(\$32,000)
Sonoma	6.6%	\$23,613,000	\$23,039,000	(\$574,000)
OBAG Total		\$320,000,000	\$320,000,000	

* Proposed OBAG amounts for new RHNA

** Solano County was increased by an additional \$100,000 to maintain hold harmless funding levels.

The attached table reflects the proposed OBAG funding distribution.

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**Proposed OBAG Fund Source Distribution
FY 2012-13 through FY 2015-16
October 2012**

Proposed OBAG Fund Source Distribution - Updated with July RHNA

				Proposed OBAG by Fund Source									
County	% Population	Proposed OBAG Formula	Effective County Distrib. *	Planning STP	Remaining STP	Total STP	CMAQ	TE	Total	STP %	CMAQ %	TE %	Proposed Shift to STP
Alameda	21.1%	20.0%	19.7%	\$3,836,000	\$24,860,000	\$28,696,000	\$30,643,000	\$3,726,000	\$63,065,000	46%	49%	6%	\$4,986,000
Contra Costa	14.4%	14.3%	14.1%	\$3,036,000	\$17,819,000	\$20,855,000	\$21,965,000	\$2,384,000	\$45,204,000	46%	49%	5%	\$3,852,000
Marin	3.5%	2.8%	3.1%	\$2,673,000	\$3,519,000	\$6,192,000	\$3,129,000	\$707,000	\$10,028,000	62%	31%	7%	\$729,000
Napa	1.9%	1.7%	2.1%	\$2,673,000	\$2,114,000	\$4,787,000	\$1,443,000	\$431,000	\$6,661,000	72%	22%	6%	\$445,000
San Francisco	11.3%	12.2%	12.1%	\$2,795,000	\$15,209,000	\$18,004,000	\$18,670,000	\$1,910,000	\$38,584,000	47%	48%	5%	\$3,098,000
San Mateo	10.1%	8.4%	8.3%	\$2,673,000	\$10,456,000	\$13,129,000	\$11,404,000	\$1,991,000	\$26,524,000	49%	43%	8%	\$2,271,000
Santa Clara	25.2%	27.9%	27.5%	\$4,246,000	\$34,739,000	\$38,985,000	\$44,791,000	\$4,350,000	\$88,126,000	44%	51%	5%	\$7,521,000
Solano	5.8%	5.5%	5.9%	\$2,673,000	\$6,807,000	\$9,480,000	\$8,148,000	\$1,141,000	\$18,769,000	51%	43%	6%	\$1,380,000
Sonoma	6.6%	7.3%	7.2%	\$2,673,000	\$9,082,000	\$11,755,000	\$9,888,000	\$1,396,000	\$23,039,000	51%	43%	6%	\$1,718,000
OBAG Total:				\$27,278,000	\$124,605,000	\$151,883,000	\$150,081,000	\$18,036,000	\$320,000,000				\$26,000,000
	100.0%	100.0%	100.0%			47%	47%	6%	53%				

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May 2012

OBAG Fund Source Distribution - As previously released May 2012

				Prior OBAG by Fund Source									
County	% Population	Approved OBAG Formula	Effective County Distrib. *	Planning STP	Remaining STP	Total STP	CMAQ	TE	Total	STP %	CMAQ %	TE %	
Alameda	21.1%	20.2%	19.9%	\$3,836,000	\$19,874,000	\$23,710,000	\$36,296,000	\$3,726,000	\$63,732,000	37%	57%	6%	
Contra Costa	14.4%	14.2%	14.0%	\$3,036,000	\$13,967,000	\$17,003,000	\$25,400,000	\$2,384,000	\$44,787,000	38%	57%	5%	
Marin	3.5%	2.8%	3.1%	\$2,673,000	\$2,790,000	\$5,463,000	\$3,877,000	\$707,000	\$10,047,000	54%	39%	7%	
Napa	1.9%	1.7%	2.1%	\$2,673,000	\$1,669,000	\$4,342,000	\$1,880,000	\$431,000	\$6,653,000	65%	28%	6%	
San Francisco	11.3%	12.3%	12.1%	\$2,795,000	\$12,111,000	\$14,906,000	\$22,021,000	\$1,910,000	\$38,837,000	38%	57%	5%	
San Mateo	10.1%	8.3%	8.2%	\$2,673,000	\$8,185,000	\$10,858,000	\$13,397,000	\$1,991,000	\$26,246,000	41%	51%	8%	
Santa Clara	25.2%	27.6%	27.3%	\$4,246,000	\$27,218,000	\$31,464,000	\$51,470,000	\$4,350,000	\$87,284,000	36%	59%	5%	
Solano	5.8%	5.5%	5.9%	\$2,673,000	\$5,427,000	\$8,100,000	\$9,560,000	\$1,141,000	\$18,801,000	43%	51%	6%	
Sonoma	6.6%	7.5%	7.4%	\$2,673,000	\$7,364,000	\$10,037,000	\$12,180,000	\$1,396,000	\$23,613,000	43%	52%	6%	
OBAG Total:				\$27,278,000	\$98,605,000	\$125,883,000	\$176,081,000	\$18,036,000	\$320,000,000				
	100.0%	100.0%	100.0%			39%	55%	6%	100%				

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* Effective county distribution is less than OBAG formula distribution due to hold harmless for Marin, Napa and Solano counties.

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Remaining One Bay Area Grant (OBAG) funds in Solano County

11-07-2012

	July 11th STA Board Action	Oct 10th STA Swap Action	Anticipated MTC OBAG STP/CMAQ shift	delta from STP/CMAQ shift
STP in OBAG	\$ 8,100,000	\$ 8,100,000	\$ 9,480,000	\$ 1,380,000
Planning Baseline	\$ 2,673,000	\$ 2,673,000	\$ 2,673,000	\$ -
Planning Augmentation	\$ 333,000	\$ 333,000	\$ 333,000	\$ -
LS&R	\$ 5,094,000	\$ 4,483,000	\$ 5,863,000	\$ 1,380,000
STP remaining	\$ -	\$ 611,000	\$ 611,000	\$ -
CMAQ in OBAG	\$ 9,560,000	\$ 9,560,000	\$ 8,148,000	\$ (1,412,000)
SNCI	\$ 533,000	\$ 533,000	\$ 533,000	\$ -
Dixon West B St.	\$ 1,394,000	\$ 1,394,000	\$ 1,394,000	\$ -
Vallejo Georgia St.	\$ -	\$ 611,000	\$ 611,000	\$ -
CMAQ Reminaing	\$ 7,633,000	\$ 7,022,000	\$ 5,610,000	\$ (1,412,000)
TA in OBAG	\$ 1,141,000	\$ 1,141,000	\$ 1,141,000	\$ -
Dixon West B St.	\$ 1,141,000	\$ 1,141,000	\$ 1,141,000	\$ -
TA Remaining	\$ -	\$ -	\$ -	\$ -
Total OBAG Funds for Solano	\$ 18,801,000	\$ 18,801,000	\$ 18,769,000	\$ (32,000)
TOTAL REMAINING	\$ 7,633,000	\$ 7,633,000	\$ 6,221,000	\$ (1,412,000)

CMAQ Only

More flexible
with STP & CMAQ
flexibility and add
\$1.38M STP to
LS&R

Local Streets and Roads Shares

in millions

	July 11th Action	Oct 10th Swap Action	Anticipated MTC OBAG STP/CMAQ shift	delta from STP/CMAQ shift
County of Solano	\$ 1.093	\$ 1.093	\$ 1.389	\$ 0.296
Benicia	\$ 0.389	\$ 0.389	\$ 0.495	\$ 0.105
Dixon	\$ 0.460	\$ 0.460	\$ 0.584	\$ 0.125
Fairfield	\$ 1.120	\$ 1.120	\$ 1.424	\$ 0.304
Rio Vista	\$ -	\$ -	\$ -	\$ -
Suisun City	\$ 0.280	\$ 0.280	\$ 0.356	\$ 0.076
Vacaville	\$ 0.969	\$ 0.969	\$ 1.231	\$ 0.262
Vallejo	\$ 0.783	\$ 0.172	\$ 0.384	\$ 0.212
TOTAL STP for LS&R	\$ 5.094	\$ 4.483	\$ 5.863	\$ 1.380

Original
STP/CMAQ Split
for LS&R

Vallejo share
transferred to
CMAQ

Adds \$1.38M to
total

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Exhibit A, Revised

Allocation of OBAG LS&R funds for jurisdictions within Solano County

Jurisdiction	OBAG LS&R Shares – Solano County Jurisdictions
County of Solano	\$1.389
Benicia	\$0.495
Dixon	\$0.584
Fairfield	\$1.424
Suisun City	\$0.356
Vacaville	\$1.231
Vallejo	\$0.384
TOTAL	\$5.863

Exhibit B
 STA Projects Approved to Receive OBAG LS&R Funds

Jurisdiction	Project	Amount
Benicia	Park Road (Industrial Way to Stone Road)	\$320,000
	Southampton Road (I-780 to Bay View Villas)	\$360,000
Dixon	Project submittal being revised by City staff	
Fairfield	Beck Avenue (West Texas to SR 12)	\$1,900,000
Suisun City	Walters Road (Peterson Rd. to Bella Vista Rd.) and Pintail Drive (Walters Road to Blackspur Drive)	\$502,199
Vacaville	Depot Street (Mason Street to E Monte Vista Ave.)	\$160,000
	Leisure Town Road (N. of Stonegate Drive to Orange Drive)	\$505,600
	E Monte Vista Ave (Browns Valley Pkwy area)	\$59,200
	Allison Drive (Nut Tree Pkwy to E Monte Vista Ave)	\$164,000
	Vaca Valley Pkwy (Browns Valley Rd to E Monte Vista Ave.)	\$628,800
	Ulati Drive (Nut Tree Rd to Leisure Town Rd.) -	\$579,200
	Davis Street (N of Claremont Ave to Alamo Dr.) -	\$208,000
Vallejo	Georgia Street (Santa Clara St to Sacramento St.)	\$885,500
Solano County	Birds Landing Road (1 mi south SR-12 to 2.47 mi south SR-12) -	\$359,000
	Birds Landing Road (Collinsville Rd to .88 miles east of Collinsville Road) -	\$200,000
	Collinsville Road (1 mi south to .92 miles north of Talbert Lane)	\$469,000
	King Road (Bulkley Road to Liberty Island Road) -	\$113,000
	Midway Road (UPRR Right of Way to Pitt School Road) -	\$92,000
	Putah Creek Road (.42 miles east to 0.84 mi east Pleasants Valley Road) -	\$75,000



DATE: December 7, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: OneBayArea Grant (OBAG) Funding Criteria

Background:

The Regional Transportation Plan (RTP) is the long-range transportation plan for the 9-county Bay Area. It is prepared every 4 years by the Metropolitan Transportation Commission (MTC). The RTP sets out a 25-year vision for the region's transportation system, establishes goals and milestones for achieving that vision, and lists projects that are designed to help meet those goals.

Senate Bill (SB) 375 was legislation enacted with the intent to help implement the state's goals for reduction of Greenhouse Gas (GHG) emissions from cars and light trucks, and coordinate regional land use and transportation planning. SB 375 requires the development of Sustainable Community Strategies (SCS) that act as the land use element of the RTP. The SCS and RTP must result in projected reductions of GHG emissions to levels set by the state, and accommodate all of the projected growth in housing for the time period of the RTP/SCS. The Bay Area SCS is being developed by the Association of Bay Area Governments (ABAG) and MTC, with input from other regional agencies.

In late December 2011, MTC released guidelines for the OneBayArea Grant (OBAG) program. OBAG is a new program developed by MTC and ABAG for the allocation of the region's federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Historically, these have been titled federal cycle funds. The OBAG proposal will combine funds for local streets and roads maintenance, Transportation for Livable Communities (TLC), regional bicycle network and Congestion Management Agency (CMA) Planning activities. Safe Routes to Schools (SR2S) is eligible for OBAG funding, but will also be receiving funds that are specifically allocated to SR2S.

At its meeting of April 11, 2012, the STA Board approved an initial allocation plan for anticipated OBAG funds. That allocation plan assumed a 3-year funding cycle, and dedicated \$5.2 million to the Dixon West B Street Undercrossing and to funding STA Planning efforts and the SNCI program, and the dedication of the remaining STP funds for local streets and roads. With the addition of a 4th year to the OBAG funding cycle and using the same formula, the existing commitments total \$6.2 million. On July 12, the STA Board reaffirmed the existing commitments, and issued a Call for Projects for CMAQ-eligible projects and programs.

On September 12, 2012, the STA Board discussed the OBAG CMAQ Project and Program Criteria. The STA Board modified ranking criteria 10 to specify that equity should be

based upon the largest number of residents and businesses that benefit from a project, rather than its geographical location. On September 26, 2012, both the TAC and the Solano Express Intercity Transit Consortium (Consortium) discussed the OBAG CMAQ Project and Program Criteria. The Consortium recommended two changes:

- Modify criteria 10 to replace “cities” with “jurisdictions” so that benefits to the County and SolTrans would be included.
- Add criteria 11, which would state “Does the project encourage or facilitate the use of public transit or other use of alternative modes?”

The TAC supported the Consortium Changes, and recommended three additional changes:

- Modify criteria 7, replacing “deliver a Complete Street” with “deliver an element of a Complete Street.”
- Modify criteria 8 to replace “taking a large proportion of the county’s housing” with “taking a proportional share of the county’s housing.” STA staff recommended housing issues addressed in criteria 8 be reviewed, ranked, and recommended by the county Planning Directors. The TAC concurred with this approach.
- Add criteria 12, which would state “Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?” This addition was in response to TAC members who supported some level of OBAG allocation to each jurisdiction.

At the STA Board meeting, STA staff recommended one additional ranking criteria:

- Have adequate local match funds been identified for the project?

The STA Board discussed the criteria, and accepted all of the proposed changes except for ranking criteria 8. The Board selected the wording below for ranking criteria 8, and asked the Planning Directors to evaluate how each jurisdiction meets this ranking criterion.

- Is the project located in a jurisdiction that is taking its fair share of the county’s housing allocation in the upcoming Regional Housing Needs Allocation process?

The Board also asked STA staff to update the sample project listing to include one project from each jurisdiction.

There have also been changes proposed to the mix of OBAG funds from MTC to the CMAs, and on local OBAG fund requests. MTC has adopted the OBAG fund mix for Solano County, and other counties, by moving approximately \$1.3 million from CMAQ to STP. This was in response to a request from the CMAs to MTC for additional STP funds. The City of Vallejo requested, and the STA Board approved, a shift of Vallejo’s funds from \$611,000 STP to CMAQ, with these funds applied to the Vallejo Downtown Streetscape project.

In addition to the TAC and Board meetings discussed above, STA staff has conducted a public outreach campaign for OBAG funds as required by MTC and ABAG. The initial step was the STA Board discussion of existing commitments in April 2012.

Additionally, STA staff met with each of the citizen and staff advisory committees, and hosted a public workshop on OBAG funding priorities on September 12, 2012.

Discussion:

Available Funds:

Based upon the Vallejo STP/CMAQ swap, and assuming that MTC approves the proposed rebalancing of funds between STP and CMAQ, there will be \$5.6 million available for eligible projects for the 4-year OBAG cycle. The increase in STP funds is proposed to be distributed to the city and county jurisdictions using the same road and maintenance based formula used to make the initial STP Local Streets and Roads distribution. This is the subject of a separate staff report, Item VI.B.

In addition, as a result of the Vallejo STP/CMAQ swap, there are \$611,000 in STP funds that are currently unallocated. \$75,000 of these funds are proposed to be dedicated to jump starting the PDA assessment process (see separate staff report). STA staff is recommending these funds remain unallocated at this time, so that they can act as a pool of flexible funds to help advance other OBAG priorities, such as providing project planning funds that do not meet the CMAQ eligibility requirements, based on the OBAG subsequently adopted by the STA Board.

Housing Criteria:

On October 30th, the Solano Planning Directors met to discuss evaluation of the jurisdictions using Ranking Criteria 8. The Solano Planning Directors were concerned that using the phrase ‘fair share’ could be interpreted as saying that some communities were not taking their fair share, and this could jeopardize the individual city’s and overall county’s ability to receive regional funding in the future. Instead, the Solano Planning Directors unanimously voted to:

1. Recommend that the STA Board use the following language for OBAG Ranking Criteria 8:
Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?
2. Report that, based on current numbers, both Fairfield and Rio Vista receive a YES answer to that question.
3. Once final comments on the RHNA numbers are received on or about December 17th, STA will re-calculate the RHNA % and Household Population % and re-poll the Solano Planning Directors for a final assessment. This final assessment will be reported to the STA Board prior to their final action on OBAG funding.

The City of Suisun City has subsequently taken formal action to accept an additional RHNA allocation, and will be rated as a YES jurisdiction in this category.

Criteria and Methodology:

Attachment A provides the final OBAG CMAQ Project and Program Screening and Ranking Criteria, and assumes that the STA Board will adopt the Planning Director’s suggested wording for Ranking Criteria 8. Attachment A also includes a discussion of what methodology STA staff will use in applying each criterion to the submitted projects and programs.

Attachment B is a matrix of all of the OBAG CMAQ Project and Program submittals and the OBAG CMAQ Screening Criteria. Those projects that do not meet the Screening Criteria will not be analyzed using the OBAG CMAQ Project and Program Ranking Criteria. The Screening Matrix identified five proposals that do not meet the screening criteria and will not be evaluated further. ~~They~~ are:

- Vacaville Intermodal Center, Phase 2 – cannot be delivered during the 4-year OBAG Cycle
- Transit Vehicle Support set aside – not identified in an adopted or draft STA Plan
- Military West Corridor Transit Support and prioritization– not identified in an adopted or draft STA Plan
- Dixon West A Street Improvements– not identified in an adopted or draft STA Plan
- Expand point-to-point shuttle service to include low income and others with limited mobility access – not identified in an adopted or draft STA Plan

Final Project Selection:

At the January 9, 2013 Board meeting, STA staff will present the ranking matrix, with a draft ranking for each of the qualified projects or programs. These will be reviewed by the TAC on January 2, 2013. STA staff will also recommend placing projects and programs into one of three tiers:

- Tier 1 – projects or programs that have high ranking results and are good candidates for federal funding in this OBAG cycle.
- Tier 2 – projects or programs that rank less well, but may still provide a substantial benefit.
- Tier 3 - projects or programs that have the lowest ranking or are not good candidates for federal funding.

STA staff will also present information on the cost of those highest ranked projects and programs ranked in Tiers 1 and 2 in relation to the \$5.6 million in CMAQ funds and in relation to the MTC requirement that at least 50% of the OBAG funds must be spent in or in support of PDAs. The STA Board is scheduled to take a final action to adopt the OBAG project list for programming at its meeting of February 13, 2013.

The STA Board asked staff to modify the exhibit showing how existing projects would be ranked using the draft Solano OBAG Project and Program Screening Criteria Assessment, including projects from each jurisdiction. The example project ranking is provided as Attachment C.

At its meeting of November 28, 2012, the STA Technical Advisory Committee (TAC) discussed the funding criteria. The TAC asked that the 11th criteria be modified to clearly state that bicycle and pedestrian transportation projects will receive a positive ranking. The requested modification has been made and is included in the attached criteria. The TAC recommended the STA Board adopt the Solano OBAG Project and Program Screening Criteria Assessment as modified, and that the \$611,000 in STP funds be held for use to support future OBAG projects and programs, subject to allocation by the STA Board. With the recent action by MTC to dedicate \$20 million to the Bay Area CMAs for PDA Assessment and Implementation, with \$1.06 million to be dedicated to Solano, STA staff is recommending \$75,000 of STP funds be dedicated to initiate this effort. MTC's deadline for this task to be completed is May 2013. \$50,000 will be returned when the PDA funds are available to STA later in the fiscal year. This would leave \$587,000 available for OBAG programming.

Fiscal Impact:

The proposed action will not have any impact on the STA budget. The recommendation to distribute the anticipated increase in STP funds to the local jurisdictions based upon the existing formula will increase funds to each of the recipient jurisdictions. The \$611,000 in STP funds will be able to support other OBAG projects or programs as part of the programming of OBAG funds.

Recommendation:

Approve the following:

1. Adopt the Solano OBAG Project and Program Screening Criteria Assessment as shown in Attachment B; and
2. Hold \$611,000 in STP funds for use to support future OBAG projects and programs, subject to allocation by the STA Board.

Attachments:

- A. STA Final OBAG CMAQ Project and Program Screening and Ranking Criteria and Methodology
- B. STA OBAG CMAQ Project and Program Screening Criteria Assessment
- C. Sample Project Ranking

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Criteria	Methodology	Who will Rate
How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?	There are 10 RTP and 61 CTP goals. STA staff has developed a matrix with each goal and each project listed, and will perform a simple YES / NO review of each matrix cell. Where MTC has already provided guidance on RTP goal assessment, STA staff will use that guidance. The final STA project ranking matrix will list the number of RTP and the number of CTP goals met for each project.	STA Planning Staff
Does the project support transportation and land use connections, PDA's and Priority Conservation Areas (PCAs) by: <ul style="list-style-type: none"> • Encouraging housing and employment near transit • Directly facilitating development investments addressing access improvements • Encouraging users of open space or direct consumer purchase from agricultural producers • Implementing a transportation and land use plan with demonstrated community consensus 	Projects not located in or connecting to a PDA will be rated as NO. Projects located in, and programs that will generally support, PDAs will be rated YES unless there is an obvious lack of ability of the project or program to meet this criteria.	STA Planning Staff and Solano Planning Directors
Does the project address safety improvements? <ul style="list-style-type: none"> • Reduction in the number of collisions • Reduction in severity of collisions • Reduction in bicycle/pedestrian collisions 	Projects that have clearly-articulated safety components or that provide new bicycle or pedestrian routes will be rated as YES.	STA Planning staff and STA TAC
Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank	Projects that are identified as a Priority Project in an adopted STA plan will be ranked as YES. The ranking will be provided in a table footnote.	STA Planning Staff
Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?	STA will map proposed projects and communities of concern. Those projects that overlap with a community of concern will be rated YES.	STA Planning Staff and Transit Staff

<p>Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)? Factors that will determine this include:</p> <ul style="list-style-type: none"> • Is the project identified in a locally-adopted master plan? • Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)? • What is the project delivery record of the sponsoring agency? • If the project is large, can the project sponsor deliver earlier project phases with independent utility? 	<p>The STA PDWG will be asked to review and assess each project's deliverability. Projects will be rated as FIRST half or SECOND half of the OBAG funding cycle.</p>	<p>STA Projects Staff, PDWG, and STA TAC</p>
<p>Does the project deliver an element of a Complete Street?</p>	<p>Projects that have an element of a Complete Street will be rated as YES. This includes bicycle or pedestrian facilities, transit stops, or special accommodation of goods movement vehicles.</p>	<p>STA Planning and Projects Staff and STA TAC</p>
<p>Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?</p> <p>(note – this language is recommended by the Solano Planning Directors, but has not been adopted by the STA Board)</p>	<p>Jurisdictions whose RHNA % is equal or larger than their 2012 Household Population % will be ranked YES.</p>	<p>Solano Planning Directors</p>
<p>Does the project or program support maintaining and expanding the employment base in Solano County?</p>	<p>If the project is located in or adjacent to a major employment center, it will be rated YES. Major employment centers were identified by the STA as an early part of the Solano CTP update.</p>	<p>STA Planning Staff and Solano Planning Directors</p>
<p>Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?</p>	<p>Projects located in areas with high volumes of county traffic, and projects providing service to large populations, will be ranked as YES.</p>	<p>STA Planning, Projects, Transit and Rideshare staff</p>

Does the project encourage or facilitate the use of public transit or other use of alternative modes?	Projects or programs that directly promote a) use of transit, including local and intercity bus service, rail and ferry passenger service, and rideshare and vanpool formation, or b) that promote the use of bicycling or walking, will be rated YES.	STA Planning, Transit and Rideshare staff
Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?	STA will map projects proposed for funding based upon other criteria, and present this map to the Board for assessment.	STA Planning Staff, STA TAC and STA Board
Have adequate local match funds been identified for the project?	Projects that have identified a dedicated local match that meets or exceeds the federal match requirement will be rated as YES.	STA Projects Staff, PDWG, and STA TAC

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Attachment B

STA OBAG CMAQ Project and Program Screening Criteria Assessment

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Benicia Industrial Park Transit Hub – construct 1 acre bus hub, including 50 parking spaces bus shelters and pull-out, bicycle parking, restrooms and support facilities. Located at Park Road/Industrial Way/ I-680 WB	Yes	Yes	NO ¹	No ²	Yes
Dixon West A Street Improvements –	NO	Yes	Yes	Yes	
West Texas Gateway Access Improvements – Improve sidewalks and crosswalks along West Texas Street that provide access to the Fairfield Transportation Center	Yes	Yes	Yes	Yes	Yes
Rio Vista Waterfront Promenade Phase 2 – construct 850 feet of improvements along the Sacramento River water front south of the Rio Vista bridge.	Yes	Yes	Yes	No ²	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
<p>Lotz Way Improvements – Improve bicycle and pedestrian facilities by installing a Class I facility, and improve the travel lane on the north side of Lotz Way, from Marina Boulevard to Main Street.</p>	Yes	Yes	Yes	No ²	Yes
<p>Railroad Avenue Extension Project – extend Railroad Avenue from its current end just west of Marina Blvd. for 1,500 feet to a new controlled intersection at the Main Street/SR 12 Westbound intersection. The project includes a Class I bicycle facility.</p>	Yes	Yes	Yes	No ²	Yes
<p>Suisun/Fairfield Train Station Improvements – improve bicycle and pedestrian access to the train station, improve on-site ADA accessibility, expand bicycle storage facilities, and install additional signage and pedestrian access control to improve safety.</p>	Yes	Yes	Yes	No ²	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Ulatis Creek Bike Path – McClellan to Comstock. Construct a Class I bike path from McClellan Street in downtown Vacaville to Comstock Way near I-80.	Yes	Yes	Yes	No ²	Yes
Mason Street at Depot Street Road Diet – Construct bike and ped improvements including ped refuge and turn channelization on 3 corners of intersection.	Yes	Yes	Yes	No ²	Yes
Allison PDA Bike and Ped improvements – improvements to both sides of Allison Drive, and improve ped signal at Burton Drive and Helen Power Drive.	Yes	Yes	Yes	No ²	Yes
Vacaville Intermodal Station Phase 2 – Construct 400-space parking garage.	Yes	Yes	Yes	No ²	NO

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Vallejo Downtown Streetscape Improvements – On Maine Street including traffic calming, restriping, diagonal on-street parking, improved signs, decorative lighting, brick pavers, street furniture, and art; Maine Street from Santa Clara Street to Sacramento Street.	Yes	Yes	Yes	No ²	Yes
Lake Herman Road Bike Path – construct a 3-mile long Class 2 bike path from Vallejo to Benicia	Yes	Yes	Yes	Yes	Yes
Vaca Dixon Bike Path Phase 5B – construct Class 2 bike path along Hawkins Road to complete the Vaca-Dixon Bike Path.	Yes	Yes	Yes	Yes	Yes
SR2S Engineering Projects – reserve funds for engineering projects in each of the 7 school districts; a minimum of \$100,000 per district, with \$500,000 for larger projects. Individual projects to be determined later.	Yes	Yes	Yes ³	Yes ³	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Transit Ambassador Program – assist individuals in learning how to effectively use transit by providing training, a short-term transit partner and a transit pass	Yes	Yes	Yes ³	Yes ³	Yes
Expand point-to-point shuttle services from only serving seniors to include low income and others with limited mobility access	NO	Yes	Yes ³	Yes ³	Yes
Inventory and Improve Sidewalk and Street focused around major transit centers and key destinations such as downtowns, employment centers and medical facilities	Yes	Yes	Yes ³	Yes ³	Yes
Additional funding for Intercity Service for Non-Ambulatory Riders and Mobility Programs through the 4 years of the OBAG cycle	Yes	Yes	Yes ³	Yes ³	Yes

Project	Is the project or program identified in an adopted or draft STA document?	Is there a public agency that will deliver the project?	Is the project or program proposed in a jurisdiction that has a Housing Element approved by HCD?	Is the project or program proposed in a jurisdiction that has proven compliance with MTC's Complete Streets policy?	Can project or program funds be obligated by March 31, 2016?
Transit Vehicle Support – set aside \$1.5 million to purchase alt fuel transit vehicles and supporting infrastructure	NO		Yes ³	Yes ³	
Benicia First Street Pedestrian Improvements	Yes	Yes	NO ¹	No ²	Yes
Military West Corridor Transit Support and prioritization	NO	Yes	NO ¹	No ²	

Footnotes:

1 – Jurisdiction does NOT have an HCD-approved housing element, but is working to receive approval. Funds can be designated for jurisdiction, but cannot be entered into the TIP until HCD approval is received.

2 – Jurisdiction has NOT self-certified compliance with the MTC complete streets policy. Funds can be designated for jurisdiction, but cannot be entered into the TIP until self certification of complete streets consistency is made.

3 – Multiple jurisdictions are involved, some of which are compliant with the applicable policy.

SAMPLE ASSESSMENT OF PREVIOUSLY PROGRAMMED PROJECTS

PROJECT	SCREEN 1 STA Adopted Document	SCREEN 2 Delivery Agency	SCREEN 3 Housing Element	SCREEN 4 Complete Streets	SCREEN 5 Obligation by 3/31/16	SCREEN 6 * PDA a, b or c	RANK 1 RTP / CTP Goals	RANK 2 Support PDA/PCA	RANK 3 Safety	RANK 4 STA Priority	RANK 5 Com-munity of Concern?	RANK 6 Delivery Date	RANK 7 Complete Street Element	RANK 8 More than Proportional Housing	RANK 9 Job support	RANK 10 ** Benefit Equity	RANK 11 Support transit or alt. modes	RANK 12 Distribution Equity	Rank 13 Matching Funds Identified
Rose Drive Overcrossing (Benicia)	Yes	Yes	No	No	Yes	No		No	Yes	Yes	No	n/a	Yes	No	No	Low	Yes		Yes
Dixon West B Street Pedestrian Undercrossing (Dixon)	Yes	Yes	Yes	Yes	Yes	a		Yes	Yes	Yes	Yes	n/a	Yes	No	No	Low	Yes		Yes
Fairfield/Vacaville Train Station (Fairfield)	Yes	Yes	Yes	Yes	Yes	a		Yes	Yes	Yes	No	n/a	Yes	Yes	Yes	High	Yes		Yes
Waterfront Trail (Rio Vista)	Yes	Yes	Yes	Yes	Yes			Yes	Yes	No	No	n/a	Yes	Yes	No	Low	Yes		Yes
McCoy Creek Bikepath (Suisun City)	Yes	Yes	Yes	No	Yes	No		No	Yes	Yes	No	n/a	No	No	No	Low	Yes		Yes
Vacaville Transportation Center – Phase 1 (Vacaville)	Yes	Yes	Yes	No	Yes	a		Yes	No	Yes	No	n/a	Yes	No	No	Mod	Yes		Yes
Vallejo Station Transit Center (Vallejo)	Yes	Yes	Yes	No	Yes	a		Yes	No	Yes	Yes	n/a	Yes	No	Yes	High	Yes		Yes
McGary Road (County)	Yes	Yes	Yes	No	Yes	No		Yes	Yes	Yes	No	n/a	Yes	No	No	Mod	Yes		Yes
Oldtown Cordelia TLC Improvements (County)	Yes	Yes	Yes	No	Yes	No		No	Yes	Yes	Yes	n/a	Yes	No	No	Low	Yes		Yes

* Screen 6
a – project located IN a PDA or PCA
b – project DIRECTLY CONNECTS to a PDA or PCA
c – project provides PROXIMATE ACCESS to a PDA or PCA
No – project does not benefit a PDA or PCA

** Screen 10
Low – benefit to few or no businesses or residents from outside the jurisdiction in which the project is located
Mod – benefit to businesses or residents in jurisdictions adjacent to the jurisdiction in which the project is located; few regional users
High – benefit to individuals from many jurisdictions and to regional users, including direct connection to regional transit system

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DATE: November 29, 2012
TO: STA Board
FROM: Robert Guerrero, Senior Planner
RE: Solano County Priority Development Area Investment and Growth Strategy

Background:

The Solano Transportation Authority (STA) is required to develop a Priority Development Area (PDA) Investment and Growth Strategy for Solano County as part of the OneBayArea Grant (OBAG) Programming Policies. The purpose of the PDA Investment and Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. The Strategy must meet the following objectives as:

- a) Engage Regional/Local Agencies
- b) Assist Local Agencies in Meeting PDA Planning Objectives
- c) Identify Local Funding Priorities

The PDA Investment and Growth Strategy Guidelines is included as Attachment A. Solano County's currently has twelve (12) PDAs, with each city having at least one PDA. The STA is required to complete the PDA Investment and Growth Strategy by May 1, 2013.

Discussion:

On October 24th, the Metropolitan Transportation Commission (MTC) approved a shift of \$20 million from regional OBAG funding to the nine Bay Area Congestion Management Agencies for PDA planning and assistance. As a follow up action, on November 28th, MTC approved the funding allocations to each county based on the most current OBAG and Regional Housing Needs Assessment (RHNA) formula. Solano County was approved to receive \$1.06 million as part of MTC's action for PDA planning and assistance over the next four (4) fiscal years (i.e. FY 2012-13 to FY 2015-16). STA staff is seeking Board approval to utilize a small portion of the funding immediately for assistance in completing the PDA Investment and Growth Strategy. STA staff recommends a total budget not to exceed \$75,000 for consultant services related to the scope of work included as Attachment B.

The PDA Investment and Growth Strategy is intended to be the guiding document for the remaining balance of PDA planning funds. MTC's May 1, 2013 deadline is a challenge given the level of coordination and information exchange needed between the STA and the seven cities. Staff is proposing to use \$75,000 of the \$611,000 in available STP OBAG funds with \$50,000 to be covered by PDA funds once the funds become available later this fiscal year.

Fiscal Impact:

If approved, consultant service assistance related to the PDA Investment and Growth Strategy will be budgeted for an amount not to exceed \$75,000. Funding for the \$75,000 would be initially funded by \$75,000 of STP OBAG funds with MTC's recent county PDA fund augmentation.

Recommendation:

Approve the following:

1. Dedicate \$75,000 of PDA planning funds to develop a Countywide Investment Study as shown in Attachment B;
2. Authorize the Executive Director to issue a Request for Proposals to assist the STA in completing the Solano County Priority Development Area Investment Study; and
3. Authorize the Executive Director to enter into a contract in an amount not-to-exceed \$75,000 for this work.

Attachments:

- A. MTC PDA Investment and Growth Strategy Guidelines
- B. Solano PDA Investment Strategy Preliminary Scope of Work

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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Solano County's PDA Investment and Growth Strategy –DRAFT

Purpose: ABAG/MTC has issued project selection criteria and programming policies for Cycle 2 OBAG funds (FY 12-13 through FY 15-16). According to these policies, Solano County must direct a minimum of 50% of their regional discretionary allotment (STP, CMAQ, TE funds) to PDAs, in accordance with the fact that PDAs are the centerpiece of the Sustainable Communities Strategy. OBAG funding for PDAs will be administered by county CMAs. The Solano Transportation Authority (STA) will need to prepare a *PDA Investment and Growth Strategy* by May 1, 2013, demonstrating how the agency is going to guide transportation investments that are supportive of PDAs.

1. Introduction

- a. History: Adoption of FOCUS in 2007 through present (transition to SB 375, preparation of SCS, definition of Growth Opportunity Areas, etc.)
 - i. Purpose and importance of developing a “focused growth” strategy: saves resources, preserves open space, list goals of FOCUS
- b. Overview of OBAG
 - i. Why is it important to Solano County? Linking transportation funding to landuse, how good our strategy is will determine how competitive we are for regional and other funds.
- c. Definition of a PDA
 - i. Life Cycle: describe that PDA “build out” is a long term process
 - ii. Complexity: Infill development is complex and challenging
 1. Entitlements, parcel size, context sensitivity, working with existing neighbors, expensive product type, harder to attract financing due to complexity, requires sufficient infrastructure in more constrained environment (sewer, water, schools) etc.
 - iii. Role of jobs:
 1. Why jobs are important: linked to housing growth, to stay competitive for jobs we must provide enough and the right type of housing
 2. Want to have the right housing to attract jobs
 3. Need to not forget employment centers and back it up with/EDA data
 4. How public commitments impact job locations: tools available to public sector to attract jobs
 - iv. PDA Status and Definition of a “PDA Priority”
 1. Describe difference between Potential and Planned PDAs and Growth Opportunity Areas
 2. Define what makes a PDA “Priority”: from unplanned to ready for development to already experiencing development activity
 - v. Challenges with SB 375 mandate: Alignment of transportation funding sources with real estate development timeline: transportation funding short term cycles

- d. Definition of a PCA
 - i. Define PCAs: what is the goal of PCAs, role they play in regional growth strategy
 - ii. Brief description of role of PCAs in PDA Growth and Investment Strategy
 - e. Context of OBAG: Include 4-year implementation plan
- 2. Solano County Inventory of PDAs**
- a. Describe/list the 9 PDAs and 2 Growth Opportunity Areas and 1 Employment Opportunity Area in Solano County
 - i. Simple summary table listing basic characteristics: PDA status, amount and types of housing, number (and type?) of jobs, acres, brief qualitative descriptions (full PDA inventory with complete detail in Appendix)
 - ii. Housing policies in PDAs: Overview of what housing policies are in effect in PDAs (full inventory of policies in Appendix)
 - b. Transportation projects in PDAs
 - i. Existing transportation assets in PDAs: e.g. how many roadways, transit assets, bike and pedestrian infrastructure
 - 1. Quantify County totals and present details about individual PDAs
 - ii. List of future transportation projects and costs by PDA
 - 1. Funding sources and what's funded
- 3. PDA Strategic Plan**
- a. Describe evaluation criteria/factors as defined by MTC Resolution 4035: "Cycle 2 Program Project Selection Criteria and Programming Policy for FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16." Emphasis should be placed on these factors in development of project evaluation criteria:
 - i. Housing: PDAs take on significant housing growth
 - ii. Jobs: In proximity to housing and transit
 - iii. Improved transportation choices for all income levels: Proximity to quality transit, emphasis on connectivity
 - iv. Consistency with regional TLC design guidelines: Design that encourages multimodal access
 - v. Parking management and pricing policies
 - vi. Communities of Concern (CoCs)
 - vii. Affordable housing preservation and creation strategies/policies
 - b. Active PDAs
 - i. Define which PDAs are active: these get the majority of funding because they are "development ready" or because investing in them would signal to the market that they are ready; readiness needs to inform programming
 - ii. Identify additional resources to fully build out PDA
 - c. Non-active PDAs can be eligible for planning support
 - i. Define how PDA can move from Potential to Planned to Active to be eligible for funding; provide assurances for other PDAs how they can get support in becoming "active"

- ii. Provide a road map for identifying other areas that should think about next steps and get ready to do planning
 - 1. Define eligibility of Growth Opportunity Areas for funding
 - 2. Back up employment centers and jobs with employment data
 - d. Quantify how much in terms of dollars for each category (Active, planning, pre-planning)
- 4. OBAG Investment Strategy**
 - a. List projects proposed for funding
 - i. Projects in active PDAs
 - ii. PDAs proposed for planning study funding
 - iii. Areas proposed for pre-planning funding
- 5. Solano County Inventory of PCAs**
 - a. Describe/list PCAs in Solano County
 - i. Simple summary table listing basic characteristics: name, location, size, brief description (full PCA inventory with complete detail in Appendix)
 - ii. Existing transportation assets in PCAs (?)
 - iii. Potential PCA's
 - b. Criteria for funding: types of PCA investments that are eligible for transportation funding. Initial criteria include (to be refined with stakeholder input summer-fall 2012):
 - i. Eligible projects would include: planning, land/easement acquisition, open space access projects, and farm-to-market capital projects.
 - ii. Priority given to projects that can leverage outside funds
 - iii. Sponsors must provide 3:1 match
 - c. Eligible projects for funding in PCAs: identify potential PCA projects for submission to regional call for projects (\$5 million)
 - i. List of projects for funding and costs by PCA
 - ii. ID Matching funds, etc.
- 6. Monitoring**
 - a. Describe ongoing strategies to monitor PDA development over time
- 7. Summary/Next Steps**
 - a. What additional investments, resources, etc. we need to move this forward
 - i. Legislature
 - ii. Funding

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DATE: November 29, 2012
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's 2013 Legislative Priorities and Platform

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On December 14, 2011, the STA Board adopted its 2012 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2012. In October, the STA Board approved distribution of the Draft 2013 Legislative Platform and Priorities for a 30-day review and comment period, with a deadline of November 26 for submittal of comments.

Discussion:

At the October 10th STA Board meeting, the Board requested language be inserted into the Draft 2013 Legislative Priorities and Platform (Attachment A) to address the cap and trade program. The STA Board Executive Committee proposed the following, which aligns with the statement of principles as adopted by the coalition of Transportation California, the California State Association of Counties, the League of California Cities, the Self-Help Counties Coalition and the California Association of Councils of Governments:

1. *Dedicate the allocation revenues related to fuels to transportation investments.*
2. *Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.*
3. *Structure the investments to favor integrated transportation and land use strategies.*
4. *Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.*
5. *Provide the incentives and assistance that local governments need to make SB 375 work.*

No public comments have been received. The 2013 Legislative Platform and Priorities was reviewed by the Technical Advisory Committees on November 28th, but the Consortium did not review the document due to lack of a quorum. The recommendation from the TAC was to forward the document to the STA Board for approval, with the inclusion of the cap and trade language as indicated (which is included in the attached platform document under Platform II. Climate Change/Air Quality #13).

Monthly legislative updates have been provided by STA's State (Att. B) and Federal (Att. C) lobbyists for your information. Gus Khouri, Shaw/Yoder/Antwih, STA's State Lobbyist, will be at the December 12th Board meeting to provide a state update. Susan Lent, Akin Gump, STA's Federal Lobbyist, is scheduled to attend the January 2013 Board meeting to provide a federal update.

Fiscal Impact:

None.

Recommendation:

Approve the STA's 2013 Legislative Priorities Platform as shown in Attachment A.

Attachments:

- A. STA's 2013 Legislative Priorities and Platform
- B. Shaw/Yoder/Antwih State Legislative Update
- C. Akin Gump Federal Legislative Update



LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority project and programs:

Roadway/Highway:

Tier 1:

- I-80/I-680/SR 12 Interchange
- Jepson Parkway
- I-80 Express Lanes

Tier 2:

- I-80 Westbound Truck Scales
- SR 12 East Improvements

Transit Centers:

Tier 1:

- Fairfield/Vacaville Multimodal Train Station, Phase 2
- Vallejo Transit Center at Curtola and Lemon, Phase 1
- Vallejo USPS Relocation (advance project of Transit Center Parking Structure)

Tier 2:

- Fairfield Transportation Center Expansion
- Vallejo Transit Center (Downtown) Parking Structure Phase 2
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2

Programs:

- Safe Routes to School
- Mobility Management
- Climate Change/Alternative Fuels

2. Monitor/support/seek/sponsors, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
3. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

6. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate.
7. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs.
11. Monitor state implementation of MAP-21 and support efforts to ensure Solano receives fair share of federal transportation funding.
12. Support development of a national freight policy that incentivizes funding for critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
13. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales.
14. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
15. Support laws and policies that expedite project delivery.
16. Support legislation that identifies long-term funding for transportation.

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation promoting the planning, design and implementation of complete streets.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.
4. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
5. Support legislation that increases employers' opportunities to offer commuter incentives.
6. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.
7. Support establishment of regional Express Lanes network with assurance that revenues collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Participate in the development of the Bay Area Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the SCS. *(Priority #7)*
3. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg). *(Priority #8)*

4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
5. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
6. Support policies that improve and streamline the environmental review process.
7. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
10. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
11. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
12. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
13. Support the State Cap and Trade program:
 - a. Dedicate the allocation revenues related to fuels to transportation investments.
 - b. Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
 - c. Structure the investments to favor integrated transportation and land use strategies.
 - d. Allow flexibility at the regional and local level to develop the most cost effective ways to meet GHG reduction goals through transportation and land use investments.
 - e. Provide the incentives and assistance that local governments need to make SB 375 work.

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Monitor implementation of the environmental streamlining provisions in MAP-21.

V. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Monitor surface transportation authorization legislation to ensure adequate funding for ferry capital projects.

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #2)*
7. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects in Solano County. *(Priority #3)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*
11. Ensure that fees collected for the use of Express Lanes are spent to improve operations and mobility for the corridor in which they originate. *(Priority #6)*
12. Support timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*
13. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #12)*

14. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
15. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
16. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.
17. Monitor the distribution of State and regional transportation demand management funding.
18. Monitor any new bridge toll proposals, support the implementation of projects funded by bridge tolls in and/or benefitting Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #4)*
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. *(Priority #15)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #3)*

6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
5. Monitor the implementation of the High Speed Rail project.
6. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
7. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
3. Support tax benefits and/or incentives for programs to promote use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
6. Support efforts that would minimize the impact of any consolidations of UZAs on Solano County transit agencies.
7. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail.
8. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.
9. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan.
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.

4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.
7. Monitor legislation to establish a national freight policy and fund freight-related projects. *(Priority #12)*

XII. Reauthorization of MAP-21

1. Support timely reauthorization of MAP-21. *(Priority #10)*
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 2015 and 2025:
 - a) Federal fuel tax should be raised and indexed to the construction cost index.
 - b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
 - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post 2025:
 - A vehicle miles traveled (VMT) fee should be implemented.
5. Legislation should include separate funding for goods movement projects.
6. Legislation should include discretionary programs for high priority transit and highway projects.
7. Legislation should further streamline project delivery.



SHAW/YODER/ANTWIH, *inc.*
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

November 21, 2012

TO: Board Members, Solano Transportation Authority
FROM: Gus Khouri, Legislative Advocate, Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE- ELECTION SUMMARY & CAP & TRADE**

The Legislature

In somewhat of a surprise from this year's election results, it appears that the Democrats succeeded in obtaining a supermajority in the **Assembly**, by securing 54 members. It also appears that predictions proved true with the Democrats in the Senate also gaining a super majority in that house as well. An upset occurred in a race in Orange County between Fullerton Mayor Sharon Quirk-Silva (D) and GOP Assemblyman Chris Norby. Quirk-Silva beat Norby by 50.6 percent to 49.4 percent in the 65th Assembly District with 100 percent of precincts reporting. The difference amounts to 1,237 votes.

In the Senate, the Democrats needed two additional Senate seats to achieve the two-thirds status of 27 members. This was achieved by Fran Pavley and Richard Roth winning in Districts 27 and 31 respectively. While there will be a special election to fill vacated seats in District 32 and 40, both are safe Democratic-leaning seats. Below are two charts that show the house breakdown with new members in **bold**.

California State Assembly	
AD01 Brian Dahle (R) *	AD41 Chris Holden (D) *
AD02 Wes Chesbro (D)	AD42 Brian Nestand (R)
AD03 Dan Logue (R)	AD43 Mike Gatto (D)
AD04 Mariko Yamada (D)	AD44 Jeff Gorell (R)
AD05 Frank Bigelow (R) *	AD45 Bob Blumenfeld (D)
AD06 Beth Gaines (R)	AD46 Adrin Nazarian (D) *
AD07 Roger Dickinson (D)	AD47 Cheryl R. Brown (D) *
AD08 Ken Cooley (D) *	AD48 Roger Hernandez (D)
AD09 Richard Pan (D)	AD49 Edwin Chau (D) *
AD10 Mark Levine (D) *	AD50 Richard Bloom (D) *
AD11 Jim Frazier (D) *	AD51 Jimmy Gomez (D) *
AD12 Kristin Olsen (R)	AD52 Norma Torres (D)
AD13 Susan Talamantes Eggman (D) *	AD53 John Pérez (D)
AD14 Susan Bonilla (D)	AD54 Holly Mitchell (D)
AD15 Nancy Skinner (D)	AD55 Curt Hagman (R)
AD16 Joan Buchanan (D)	AD56 Manuel Perez (D)
AD17 Tom Ammiano (D)	AD57 Ian Charles Calderon (D) *

AD18 Rob Bonta (D) *	AD58 Cristina Garcia (D) *
AD19 Phil Ting (D) *	AD59 Reggie Jones-Sawyer (D) *
AD20 Bill Quirk (D) *	AD60 Eric Linder (R) *
AD21 Adam Gray (D) *	AD61 Jose Medina (D) *
AD22 Kevin Mullin (D) *	AD62 Steven Bradford (D)
AD 23 Jim Patterson (R) *	AD63 Anthony Rendon (D) *
AD24 Richard Gordon (D)	AD64 Isadore Hall (D)
AD25 Bob Wieckowski (D)	AD65 Sharon Quirk-Silva (D) *
AD26 Connie Conway (R)	AD66 Al Muratsuchi (D) *
AD27 Nora Campos (D)	AD67 Melissa Melendez (R) *
AD28 Paul Fong (D)	AD68 Donald Wagner (R)
AD29 Mark Stone (D) *	AD69 Tom Daly (D) *
AD30 Luis Alejo (D)	AD70 Bonnie Lowenthal (D)
AD31 Henry Perea (D)	AD71 Brian Jones (R)
AD32 Rudy Salas (D) *	AD72 Troy Allen (R) *
AD33 Tim Donnelly (R)	AD73 Diane Harkey (R)
AD34 Shannon Grove (R)	AD74 Allan Mansoor (R)
AD35 Katcho Achadjian (R)	AD75 Marie Waldrom (R)*
AD36 Ron Smith (R) *	AD76 Rocky Chavez (R) *
AD37 Das Williams (D)	AD 77 Brian Maienschein (R)*
AD38 Scott Thomas Wilk (R) *	AD78 Toni Atkins (D)
AD39 Raul Bocanegra (D) *	AD79 Shirley Weber (D) *
AD40 Mike Morrell (R)	AD 80 Ben Hueso (D)

California State Senate	
SD01 Ted Gaines (R)	SD21 Steve Knight (R) *
SD02 Noreen Evans (D)	SD22 Kevin de Leon (D)
SD03 Lois Wolk (D)	SD23 Bill Emmerson (R)
SD04 Special Election	SD24 Ed Hernandez (D)
SD05 Bill Berryhill (R) *	SD25 Carol Liu (D)
SD06 Darrell Steinberg (D)	SD26 Curren Price (D)
SD07 Mark DeSaulnier (D)	SD27 Fran Pavley (D)
SD08 Leland Yee (D)	SD28 Ted Lieu (D)
SD09 Loni Hancock (D)	SD29 Bob Huff (R)
SD10 Ellen Corbett	SD30 Ron Calderon (D)
SD11 Mark Leno (D)	SD31 Richard Roth (D) *
SD 12 Anthony Cannella (R)	SD32 Special Election
SD13 Jerry Hill (D) *	SD33 Ricardo Lara (D) *
SD14 Tom Berryhill (R)	SD34 Lou Correa (D)
SD15 Jim Beall (D) *	SD35 Roderick Wright (D)
SD 16 Michael Rubio (D)	SD36 Joel Anderson (R)
SD17 Bill Monning (D) *	SD37Mimi Walters (R)
SD18 Jean Fuller (R)	SD38 Mark Wyland
SD19 Hannah-Beth Jackson (D) *	SD39 Marty Block (D) *
SD20 Alex Padilla (D)	SD40 Special Election

The impact of the supermajorities can't be known this early. One has to assume however that the Democrats seize on the opportunity to reform California's tax system in a way that creates fiscal predictability and sustainability. The state has struggled with debt and deficits for nearly a decade and there will absolutely be a push to utilize the power of the supermajority in the next two years. There will still be a strong moderate Democrat element in both the Senate and the Assembly, so there is no reason to believe that the liberal wing of the Democratic party will have carte blanche. The Senate will not have a two-thirds majority until special elections are held in Districts 32 and 40 for members that were elected to Congress.

Ballot Propositions

The headline here, of course, is that Proposition 30 passed. This immediately alleviates the fiscal pressure facing the state and allows the legislature and Governor to take a deep breath.

Proposition Title		Yes Votes	%	No Votes	%
Yes	30 Temporary Taxes to Fund Education	5,019,927	53.9%	4,295,136	46.1%
No	31 State Budget, State and Local Government	3,412,287	39.2%	5,282,408	60.8%
No	32 Political Contributions by Payroll Deduction	4,026,755	43.9%	5,145,923	56.1%
No	33 Auto Insurance Prices Based on Driver History	4,100,081	45.4%	4,929,220	54.6%
No	34 Death Penalty	4,321,363	47.2%	4,837,166	52.8%
Yes	35 Human Trafficking	7,401,629	81.2%	1,718,652	18.8%
Yes	36 Three Strikes Law	6,259,333	68.6%	2,860,690	31.4%
No	37 Genetically Engineered Foods Labeling	4,333,744	47.0%	4,892,576	53.0%
No	38 Tax for Education. Early Childhood Programs	2,519,774	27.7%	6,575,860	72.3%
Yes	39 Business Tax for Energy Funding	5,362,161	60.1%	3,565,160	39.9%
Yes	40 Redistricting State Senate	6,148,721	71.5%	2,451,522	28.5%

Analysis

The election results are a “best case scenario” for the Democrats in California. Their ranks have been augmented and the passage of Proposition 30 gives them the ability to step back from the fiscal abyss and focus on other issues that have been pushed to the side for the past several years. There is no way to know exactly what will happen, but it is reasonable to expect that the 2/3 supermajority will be used to “reform” some tax policy and that legislators will seek to shake off some of the leadership-imposed restraint that has limited their policy work over the past several years. We will certainly have a better idea of where we are headed in the coming weeks and months.

Governor Brown recently held a press conference on election results. When asked by reporters, he initially said no tax increases without a vote of the people, but would not commit to a veto of any tax increases sent to him by the Legislature. He also said tax reform should be considered.

Also in response to a question, the Governor said the following are his five priorities for next session:

1. Calibrate our regulations to balance competing interests
2. Water
3. High-speed rail
4. Education – evaluation, standards, testing
5. State budget – new budget coming in January

The 2013-14 Regular Session convenes on December 3.

Cap and Trade

In October 2010 the California Air Resources Board (CARB) adopted the Cap and Trade regulation, which is expected to help California achieve the goals of AB 32 (the Global Warming Solutions Act of 2006) – lower statewide greenhouse gas (GHG) emissions to the equivalent of the 1990-level, by 2020. The Cap and Trade program will set a limit on the total GHG emissions that can be emitted by specific sources within the state; those emitters that plan to emit more than they hold “allowances” for must purchase more allowances through this market-based system (i.e. if they cannot otherwise reduce their actual emissions).

CARB reports that the regulation will cover 360 businesses representing 600 facilities and is divided into two phases: the first, beginning in 2013, will include all major industrial sources along with electricity utilities; the second, starting in 2015, brings in distributors of transportation fuels, natural gas and other fuels.

CARB will provide the majority of allowances to all industrial sources during the initial period (2013-2014), using a calculation that rewards the most efficient companies. Those that need additional allowances to cover their emissions can purchase them at regular quarterly auctions ARB will conduct, or buy them on the market. The first auctions of allowances (for 2013 allowances) are slated for November 2012. As the emissions cap declines each year, the total number of allowances issued in the state drops, requiring companies to find the most cost-effective and efficient approaches to reducing their emissions. The first compliance year when covered sources will have to turn in allowances is 2013.

Revenues expected from the auction may range anywhere from \$650 million to upwards of \$14 billion per year during the life of the program.

In 2012, the Governor signed AB 1532 (Pérez) into law [Chapter 807, Statutes of 2012], which will guide the development of an investment plan for Cap and Trade funds. AB 1532 directs that “Moneys appropriated from the fund may be allocated....for the purpose of reducing greenhouse gas emissions in this state through investments that may include, but are not limited to....funding to reduce greenhouse gas emissions through....low-carbon and efficient public transportation.”

On November 14, the ARB held its first auction. The results were as follows:

Auction	Allowances Offered	Allowances Sold	Settlement Price
Current Auction (2013 Vintage)	23,126,110	23,126,110	\$10.09
Advance Auction (2015 Vintage)	39,450,000	5,576,000	\$10.00

Therefore, a total of roughly \$287 million was acquired through the sale of credits, well below the anticipated \$700 million estimate, although two auctions remain within the fiscal year.

Of the roughly \$287 million in credits that we sold, \$231 million were 2013 vintage credits and \$56 million were for 2015 vintage credits. The 2013 vintage credits are intended for the Public Utilities Commission’s (PUC) rebate program for rate increases passed on to ratepayers by investor-owned utilities (IOUs) from the purchase of Cap and Trade emissions credits. Currently, residential, small business, and emission-intensive trade exposed customers (glass manufacturers, cement mixers) qualify to receive such credits.

The 2015 vintage credits are intended for the state's program of reducing GHGs, but the first \$500 million will go towards the General Fund. In January, the Governor estimated that \$1 billion would be generated by the sale of credits with \$500 million going towards the General Fund and an accommodation being made to fund high-speed rail bond debt service.

The PUC has been very reluctant to entertain additional entities to be eligible for the rebate program. We will need to carry legislation to address the issue if we want transit and local government to be considered. We may have to do it in a budget trailer bill.

A broad coalition or transportation and local government is working with CARB on trying to acquire as much of the 2015 revenue as possible.

Per AB 1532, we may have to wait until the release of the May Revision to figure out how to divide up a pie that is still in the making.

Vehicle License Fee Proposal

Senator Ted Lieu (D-Torrance) agreed, then quickly retracted on his commitment to introduce legislation to increase the state's vehicle license fee (VLF) from .65% to 2% in order to fund transportation infrastructure projects. The Senator received pressure from several interest groups in education, and public safety among others, before deciding not to introduce the bill. Transportation unions will attempt to shop the proposal to other members as Session progresses.

Many have cited the reduction of this revenue stream, which used to go towards General Fund purposes, has created anywhere from a \$4 to \$6 billion hole in the state's budget. Governor Schwarzenegger famously reduced the VLF as his first act as Governor after the recall of Governor Davis in 2003.

It was raised to 1.15% in 2009 with public safety being the beneficiary of the additional increment. The proposal was allowed to sunset, however, in 2011.

Proposition 1B

Given that transportation funding falls off of a cliff after the exhaustion of key Proposition 1B programs, several transportation stakeholders have discussed pursuing an additional bond measure that could be recalibrated to focus more intently on programs such as the SHOPP, public transportation, grade separations, etc. Proposition 1B was approved by over 61 % of the voters in 2006 and over \$1.5 billion of the nearly \$20 billion bond has been recycled to improve the state's transportation infrastructure.

55% Voter Threshold for Transportation Bonds

Thanks to the 2/3 majority in both houses, many non-self help counties are hoping that the legislature will consider passing a constitutional amendment to allow for the vote threshold to be reduced from 66% to 55% for transportation sales tax measures. There are currently 19 counties that have a sales tax dedicated to transportation, which represents nearly 70% of available resources for transportation financing. The Self-Help Counties Coalition will sponsor legislation on this issue. Our caution would be that such a proposal should be part of a package (such as a redo of Proposition 1B) that still requires the state to remain as funding partner rather than further placing the burden on counties to make improvements to state assets.

M E M O R A N D U M

December 3, 2012

To: Solano Transportation Authority
 From: Akin Gump Strauss Hauer & Feld LLP
 Re: October - November Report

In October and November we continued to monitor the Department of Transportation's implementation of the Moving Ahead for Progress in the 21st Century (MAP-21) Act. We apprised STA staff of developments. We also assisted staff with drafting comments on the DOT's interim guidance on state freight plans and freight advisory committees. The Federal Highway Administration and Federal Transit Administration are under deadlines to issue notices of proposed rulemakings and new guidance. We will keep you apprised of new development, including new requirements for STA and its members.

I. 2012 Elections

The election results maintain the status quo with President Obama remaining in office, the Senate under Democratic control and the House of Representatives under Republicans control. As of today, there will be 234 Republicans and 199 Democrats in the House in the 113th Congress with two races undecided. Democrats gained two Senate seats, but will not have the 60-vote majority required to avoid a filibuster. Two Independents, Senators Bernard Sanders (VT) and Angus King (ME), will caucus with the Democrats, giving the Democrats 55 votes. Republicans will hold 45 seats.

Sen. Feinstein easily won reelection against the Republican candidate, Elizabeth Emken, with 61 percent of the vote. Senator Boxer was not up for election this cycle. Reps. John Garamendi and Mike Thompson won reelection and will represent Solano County in the next Congress. The number of California Democrats in the House will increase from 34 to 38, with the ratio of California Democrats to Republicans being 38 to 19.

II. Congressional Committees in the 113th Congress

There will be changes in the leadership of the congressional committees that have jurisdiction over issues of importance to STA in the 113th Congress. Those committees are the Senate Environment and Public works (highway and environmental issues) and Banking (Transit) Committees, the House Transportation and Infrastructure Committee and the House and Senate Appropriations Committees.

Senate Environment and Public Works Committee

Current Senate Environment and Public Works Chair Barbara Boxer (D-CA) is expected to remain Chair in the next Congress. Sen. David Vitter (D-LA) is expected to become the Committee's Ranking Member, succeeding Sen. James Inhofe (R-OK) who must vacate the ranking position under Republican term limit rules.

Senate Banking, Housing and Urban Affairs

Senate Banking, Housing and Urban Affairs Committee Chairman Tim Johnson (D-SD) and Housing, Transportation and Community Development Subcommittee Chairman Robert Menendez (D-NJ) are expected to continue in their positions. With Ranking Member Richard Shelby (R-AL) expected to become Ranking Member of the Senate Appropriations Committee, Sen. Michael Crapo (R-ID) is expected to become the Committee's ranking member. Sen. Crapo has supported legislation that would expand transit services in rural communities.

Senate Appropriations Committee

Chairman Daniel Inouye (D-HI) will continue to chair the Senate Appropriations Committee in the 113th Congress. Sen. Richard Shelby (R-AL) is expected to become the Ranking Minority Member, succeeding Sen. Thad Cochran (R-MS). Sen. Patty Murray (D-WA) is expected to continue to chair the Transportation-HUD Appropriations Subcommittee.

House Transportation and Infrastructure Committee

Rep. Bill Shuster (R-PA) will replace John Mica (R-FL) as chairman of the Transportation and Infrastructure Committee since Chairman Mica is term limited. Rep. Shuster was elected to Congress in 2001 and succeeded his father, Rep. Bud Shuster, who served as Chairman of the House Transportation and Infrastructure Committee from 1995 to 2001. In the 112th Congress, Rep. Shuster served as Chairman of the Railroads, Pipelines, and Hazardous Materials Subcommittee. He worked with the House Republican Leadership to whip the House Republicans to enact MAP-21. Rep. Shuster has worked across party lines, but also has the respect of his leadership and rank-in-file members. Rep. Nick Rahall (D-WV) will continue to serve as Ranking Minority Member of the Committee. Rep. Rahall is a long-time member of the Committee and had a close working relationship with the senior Chairman Shuster. Current Highways and Transit Subcommittee Chairman Duncan Hunter (R-CA) is term limited and Rep. Richard Hanna (R-NY) has been mentioned as a possible successor. Congressman Garamendi has expressed an interest in serving on the Transportation Committee. The Republican and Democratic leadership are expected to name committee members shortly.

House Appropriations Committee

While House Appropriations Chairman Hal Rogers (R-KY) will continue to lead the Committee, the top Democratic spot on the Committee is open with the retirement of Rep. Norm Dicks (D-WA). Rep. Marcy Kaptur (D-OH) and Rep. Anita Lowey (D-NY) are expected to contend for the position.

III. Budget Talks/Fiscal Cliff

Congress and the President will continue to attempt to negotiate a budget deal to avoid the “fiscal cliff”, which will trigger mandatory spending cuts and tax increases, if an agreement is not reached by January 2. Currently, the parties are at a stalemate. Last week Treasury Secretary Timothy Geithner presented the framework of a deal that included \$50 billion in infrastructure spending for highways, transit, rail and aviation. In describing the infrastructure proposal the White House issued a statement that

The President’s plan includes \$50 billion in immediate investments for highways, transit, rail and aviation, helping to modernize an infrastructure that now receives a grade of “D” from the American Society of Civil Engineers and putting hundreds of thousands of construction workers back on the job. The President’s plan includes investments to improve our airports, support NextGen Air Traffic Modernization efforts, and resources for the TIGER and TIFIA programs, which target competitive dollars to innovative multi-modal infrastructure programs. It will also take special steps to enhance infrastructure-related job training opportunities for individuals from underrepresented groups and ensure that small businesses can compete for infrastructure contracts. The President will work administratively to speed infrastructure investment through a recently issued Presidential Memorandum developed with his Jobs Council directing departments and agencies to identify high impact, job-creating infrastructure projects that can be expedited in a transparent manner through outstanding review and permitting processes. The call for greater infrastructure investment has been joined by leaders from AFL-CIO President Richard Trumka to U.S. Chamber of Commerce President Thomas Donohue.

The Republicans in Congress reacted negatively to the President’s proposal, including the proposal to spend an additional \$50 billion on infrastructure. The parties will continue to attempt to negotiate an agreement that likely will include some balance of spending cuts and tax increases. There also has been some discussion regarding the possibility of increasing the federal gas tax as part of the package, which would provide increased revenue for transportation. It is not clear whether the President and Congress will (1) reach agreement on a plan to address the deficit before January 2; (2) pass a short term bill to postpone the mandatory cuts and tax increases; or (3) go over the fiscal cliff, at least temporarily.

IV. 113th Congress Transportation Agenda

The House and Senate transportation committees will focus their efforts first on overseeing DOT's implementation of MAP-21 and then on drafting a reauthorization bill. Congress will have to identify new revenues to support a multiyear authorization bill. There has been renewed discussion about increasing the federal gas tax and there continues to be discussion about implementing a user fee based on vehicles miles travelled. With MAP-21 expiring on September 30, 2014, Congress must begin working relatively quickly on identifying priorities for the new bill and developing a bill that can pass the House and Senate and the President can sign into law before MAP-21 expires.

The transportation committees also will work on Water Resources Development Act (WRDA) legislation and reauthorizing Amtrak.

V. MAP-21 Freight Policy Implementation

On October 15, 2012, the Department of Transportation (DOT) issued [an interim guidance on State Freight Plans and State Freight Advisory Committees](#) under MAP-21. STA filed comments on November 16, emphasizing that the state planning process should recognize the need for infrastructure improvements in vital freight corridors outside of urban areas, such as the I-80/I-680/State Route 12 interchange.

DOT is required to adopt a national freight plan by October 1, 2015 and has stated that it will rely heavily on state planning to finalize the national plan. The guidance encourages states to develop State Freight Plans. It also provides guidance to states on the required elements of the state plans, establishing performance measurements, identifying funding for freight improvements and evaluating the economic impact of the plan. It encourages states to develop State Freight Advisory Committees as part of the process for developing the state plans, under Section 1117 and makes receipt of a higher federal share of funds for freight projects contingent on states developing the plans. STA submitted comments on the interim guidance.

VI. INVEST

On October 10, the FHWA announced the launch of [an online tool](#) to aid state and local transportation agencies incorporate sustainability into planning and projects and score projects and programs based on based social, environmental and economic performance. Although it is not a requirement for grant applications, INVEST is designed to provide information and techniques to help state and local agencies to self-evaluate their programs to integrate sustainability best practices into their projects and programs. Each INVEST criterion describes a particular sustainability best practice and assigns it a point value (or "weight") according to its

relative impact on transportation sustainability in three modules -- system planning, project development, and operations and maintenance. Each module is based on a separate set of criteria and can be evaluated separately. In addition to providing a method for self-evaluation, INVEST is also designed to provide a platform for sharing successful practices.

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DATE: December 3, 2012
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: I-80/I-680/State Route (SR) 12 Interchange Project and Certification of the Final Environmental Impact Report

Background/Discussion:

The I-80/I-680/SR 12 Interchange, located along the I-80 corridor in Solano County, is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County and the State of California.

For many years, the California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), Solano County, and the cities of Fairfield and Suisun City, has been evaluating a variety of alternatives to improve local and regional mobility and safety within the corridor.

The I-80/I-680/SR 12 Interchange Project evolved out of the broader I-80/I-680/I-780 Major Investment Study (MIS). STA, in cooperation with Caltrans, initiated the MIS in 2001 to evaluate current and 2030 projected countywide mobility needs and corridor-related issues. The MIS was completed in 2004 and identified several areas of concern within the corridor, including:

- Increasing traffic volumes exceeding current capacity
- Increasing traffic delays
- Deteriorating level of service
- Increasing traffic conflicts at key merging areas
- Increasing need for park-and-ride utilities
- Doubling of the truck traffic and associated demand for trucking facilities

These issues formed the basis for the I-80/I-680/SR 12 Interchange Project; Attachment A is the Project Area Map. To resolve the issues, the following key improvements were recommended:

- Modify or construct new interchanges;
- Add freeway capacity, High Occupancy Vehicle (HOV) and auxiliary lanes;
- Construct a local roadway parallel to I-80 to connect SR 12 East to SR 12 West (evolved into the North Connector Project, now known as the Suisun Parkway); and
- Reconfigure or relocate and expand of the truck scales.

Based on the needs identified in the MIS and with input from the public, Caltrans, in cooperation with STA staff, began development of alternatives that would address these needs.

Initial Alternatives Identification

In early 2003, even before the MIS was completed, STA initiated a series of public meetings to identify possible alternatives to address the needs of the I-80/I-680/SR 12 Interchange complex. An informational open house was held in March 2003, followed in May 2003 by a public scoping meeting to receive input on issues of concern and the scope of the analysis to be conducted as part of the environmental process. Attendees at the scoping meeting also identified numerous potential alignments and issues of interest. This public input was also used by Caltrans and STA to further develop and refine the criteria that would be used to evaluate various alternatives and refine the project Purpose and Need.

Project Purpose and Need

Out of the MIS and public input process, Caltrans and STA, prepared a Purpose and Need statement for the I-80/I-680/SR 12 Interchange Project. Developing the Purpose and Need statement is the first step in the environmental processes and is one of the key factors in evaluating and screening alternatives.

The project's Purpose and Need statement was developed in a collaborative effort with the cities of Fairfield and Suisun City, Solano County, and in consultation with various resource agencies including the US Fish and Wildlife Service, California Department of Fish and Game, and the Environmental Protection Agency, among others. The Purpose and Need of the project was defined as the following:

- Reduce congestion through the I-80/I-680/SR 12 interchange to accommodate current and future traffic volumes.
- Reduce the amount of cut-through traffic on local roads attempting to avoid congestion on the freeway system.
- Establish logical and adequate access to and from the freeway system to accommodate existing and planned land uses in the project area.
- Accommodate current and future truck volumes using the I-80, I-680 and SR 12 corridors for goods movement.
- Accommodate current and future truck volumes accessing the truck scales facility within the interchange area.
- Improve safety conditions within the project limits.
- Increase the use of High Occupancy Vehicle (HOV) lanes and ridesharing through the project area.

Alternatives Evaluation Process

Based on the MIS and input gathered from the public and key stakeholder agencies, twelve (12) alternatives were developed and evaluated using a two-tier screening process.

Tier 1 Screening

The alternatives evaluation process began with 12 alternatives. These alternatives were evaluated for:

- The ability to fulfill project purpose and need.
- General feasibility or the presence of an obvious “fatal flaw”.
- The effect on traffic operations and major environmental issues.
- Any substantial local opposition.

Tier 1 Screening Results: Eight alternatives were withdrawn and four (A, B, C, D) were advanced for in-depth study. (Attachment B)

Tier 2 Screening

The Tier 2 Screening of Alternatives A, B, C and D included evaluation of:

- The alternative's ability to fulfill project purpose and need.
- Detailed environmental analysis.
- Traffic operations.
- Engineering considerations.

Tier 2 Screening Results: Alternatives A and D were eliminated because Alternative A would result in a higher overall cost and greater environmental right-of-way impacts than Alternative B, but with little added benefit and Alternative D would construct an elevated roadway system (viaduct), which would have created significant visual impact and alterations to highway access in commercial areas. (Attachment C)

During the course of evaluating and screening alternatives, several projects with independent utility were identified and pursued as separate projects. These projects include the I-80 HOV Lanes, the North Connector (Suisun Parkway) and the I-80 Eastbound Cordelia Truck Scales Relocation. The I-80 HOV Lanes project and the North Connector – East End (Suisun Parkway) have been constructed and the I-80 Eastbound Cordelia Truck Scales Relocation Project is currently under construction.

Upon completion of the Tier 2 screening, two Alternatives, B and C, were recommended to be advanced for further study in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS). These Alternatives (B and C) are considered “ultimate” or full-build alternatives to meet the long-term traffic and safety demands of the project area. In addition to the ultimate Alternatives, two fundable (or Phase 1) Alternatives for B and C have been developed and evaluated in the EIR/EIS. The two Phase 1 Alternatives evaluated in the EIR/EIS represent the fundable portions of the full-build alternatives. Subject to available funding, Phase 1 construction is expected to be complete by 2022. The key elements of Alternatives B and C (including Phase 1) are described as follows:

Alternative B (Attachment D)

- Retains the same basic alignments that exist today but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors, including HOV lanes, which would come into and out of the median of I-80.
- Local traffic and trucks would use new slip ramps from/to the freeway to freeway connectors that are connected to the Suisun Valley Road Interchange.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterial (Red Top Road).
- The westbound Truck Scales would be reconstructed and braided ramps on the east with the SR 12 East Interchange would be provided.

Alternative B Phase 1 (Attachment E)

- Improved interchange at Suisun Valley Road
- Widening I-80 from west of Green Valley Road to Dan Wilson Creek
- Realignment of Neitzel Road
- Improved interchange at Green Valley Road
- I-680 connectors, including HOV lanes, which would come into and out of the median of I-80, along with the HOV connectors.
- Widening I-680 from Gold Hill Interchange to I-80
- New Beck Avenue/SR 12 East Interchange

Alternative C (Attachment F)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR12/I-80 Interchanges into a single interchange, with direct connectors for all movements, with the exception of direct connections between I-80 East and SR 12 (W) and the corresponding movement from SR 12 (W) and I-80 West.
- All I-80/I-680 connections would be freeway-to-freeway ramps, including HOV direct connectors.
- The Green Valley Road Interchange would have direct connections to I-80, with the west side ramps connecting further to the west and braided with the freeway connectors to eliminate any weave conflicts.
- Existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south would be converted to a local street.

Alternative C Phase 1 (Attachment G)

- Realigns I-680 to the west to connect directly with SR 12 West, thereby combining the I-80/I-680 and SR 12/I-80 Interchanges into a single interchange, with the following direct connectors: 1) I-80 West to I-680 South, 2) I-680 North to I-80 East, and 3) I-80 West to SR12 West; and 4) SR12 West to I-80 East
- New direct HOV connectors between I-680 and I-80 to the east
- New interchange at SR 12West/Red Top Road
- New roadway connecting the I-80/Red Top Road Interchange with Business Center Drive
- Realigned connector from I-80 West to SR 12 West
- Improved interchange at Red Top Road and I-80
- Realigned and widened I-80 West
- New overcrossing and improved interchange at Green Valley Road
- New bridge over Green Valley Creek
- New interchange at I-680 and Red Top Road
- Realign Lopes and Fermi Roads (local)
- New lane on SR 12 East from I-80 to Pennsylvania

Public Participation

To ensure public awareness and involvement throughout the project development and environmental process, STA staff prepared and distributed four newsletters containing Project information and updates. Caltrans, in cooperation with STA, held public meetings, including two in April 2007 (a property owner meeting for owners and tenants in the vicinity of Alternative C and an informational open house to provide overall project updates and collect feedback) and an informational open house in Fairfield in March 2009.

In addition, the Project was also presented and discussed with the public at meetings held for the North Connector Project in December 2006 and October 2007.

Information about the Project has also been provided through STA's website including copies of all project newsletters, project studies and presentations made to the public and STA Board.

Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

STA worked closely with Caltrans to prepare the Draft EIR/EIS for the Project. The Draft EIR/EIS was available for public review from August 10, 2010 to October 18, 2010, during which time public comments were accepted. Comment letters included comments regarding the following resource areas: Land Use, Farmlands, Utilities, Traffic and Transportation, Hydrology and Floodplain, Air Quality, Noise, and Biological Environment.

A public meeting was held on Thursday, September 23, 2010 at the Solano County Administration Building from 6:00 to 8:00 pm. The purpose of the meeting was to present the Draft EIR/EIS including both build alternatives and their associated fundable first phases and to solicit comments from the public. Twenty-six attendees signed in at the open house. The format of the meeting was an informational open house. Exhibit boards showing the project and addressing all issue areas were available for viewing and Department and STA staff was available to answer questions. Comment forms were available at the public meeting to facilitate the submission of written comments by attendees. A court reporter was provided at the open house to accept verbal comments. A total of seven comments (four written and three verbal) were submitted at the public meeting.

The comments received and responses to them are provided in Appendix L of the Final EIR/EIS. The Final EIR/EIS was made available for review for 30 days (from October 19, 2012 to November 18, 2012).

Preferred Alternative

After the public circulation period, all comments were considered, and Alternative C was identified by the Project Development Team (PDT) which consists of Caltrans and STA as the Preferred Alternative. The Preferred Alternative was also documented in the Project Report, which was approved by the Department in November 2012.

Alternative C represents the long term vision for improvements to the I-80/I-680/SR 12 Interchange complex. The PDT based its decision upon the following reasons:

- Traffic operations of Alternative C would be superior to Alternative B. Alternative C would include all freeway to freeway movements between I-80 and I-680 via direct connectors, whereas Alternative B would not have a direct connector between I-680 North and I-80 West.
- Alternative C would encourage regional traffic to stay off local roads by providing a high-capacity connection from I-680 to SR 12 West/I-80 West that would carry an acceptable level of traffic during peak hours (500 vehicles per hour in 2035). Without this connection, traffic making the same movement using Alternative B would need to use local roads, either Red Top Road (which would pass by Rodriguez High School) or Lopes Road to the Green Valley Interchange.

- Alternative C would provide drivers on I-680 with standard, outside-lane entrances/exits to I-80. Alternative B would provide these entrances/exits in the median, potentially increasing driver confusion.
- Alternative C would create relatively less traffic friction (less merging on and off the freeway) in the area between Green Valley and Suisun Valley Roads. Alternative B would leave two partial interchanges (I-80/SR 12 West and I-80/I-680) that, together with the median-lane I-680 to I-80 merge and the outer lane braided traffic, could lead to greater traffic friction and driver confusion.
- Alternative C would move I-680 away from the residential areas in Cordelia, reducing noise impacts on an existing community and potential impacts to the Village of Cordelia Historic District.
- The environmental impacts of Alternatives B and C would be similar, including impacts to biology, farmland and other areas of environmental concern.
- Alternative C offers more favorable construction phasing and staging opportunities, as it will be constructed on a new alignment. Staging and construction for Alternative B would be more complicated because the improvements would be constructed essentially in the same alignment and existing traffic would need to be accommodated.
- The Alternative C alignment would impact light industrial areas that are relatively less difficult to relocate, whereas the Alternative B alignment would impact freeway commercial areas that are relatively more difficult to relocate.

The PDT's decision to identify Alternative C as the preferred alternative was made with the following intended results:

- To establish Alternative C as the long-term vision for meeting the identified transportation needs.
- To acknowledge that Alternative C must be implemented in phases due to funding limitations and constraints, and may not be completed until beyond the twenty year planning horizon.
- To recognize that each phase of Alternative C will have independent utility.
- To work towards the ultimate Alternative C one phase at a time.
- To extend identification of the preferred alternative to Alternative C, Phase 1, upon which additional decisions—LEDPA, a Record of Decision under NEPA, the Project Report, permits, final design, and right-of-way work—may be taken.
- To plan for future phases through updating, amending, or adopting new general plans, zoning, transportation plans, and transportation improvement programs.
- To perform additional or supplemental planning, environmental, and engineering work and reach decisions for each future phase as funding becomes possible and as long as there are identified transportation needs that remain.

The Department consulted with state and Federal resource agencies (including the Regional Water Quality Control Board, California Department of Fish and Game, US Army Corps of Engineers, US Environmental Protection Agency, US Fish and Wildlife Service, and NOAA's National Marine Fisheries Service) under the NEPA/Section 404

integration process. The Department, the US Environmental Protection Agency, and the US Army Corps of Engineers concurred in the determination of Alternative C, Phase 1 as the Least Environmentally Damaging Practical Alternative (LEDPA). Alternative C, Phase 1 was also determined to be the preferred alternative under NEPA for which a Record of Decision may be issued.

In evaluating Alternative B, Phase 1 and Alternative C, Phase 1 as with Alternative B and C, the impact of the alternatives in most topic areas is very similar. The two Phase 1 alternatives would have comparable impacts with regard to displacements, visual quality, hydrology, floodplains and air quality. With regard to most biological resources the two Phase 1 alternatives are also similar.

Other than impacts to jurisdictional waters, the areas where Alternative B, Phase 1 and Alternative C, Phase 1 differ are in terms of traffic, engineering and operational issues. Similar to the long-term Alternative C, Phase 1 would result in several traffic, engineering and operational benefits over Alternative B, Phase 1 that support its selection as the Preferred and most practicable alternative.

Alternative C, Phase 1 would provide all freeway to freeway movements whereas Alternative B, Phase 1 would not. As described above for the long-term Alternatives, this is a critical issue in obtaining Engineering and Operational Acceptability (EOA) from the FHWA. Alternative B, Phase 1 is not able to provide the freeway to freeway connection between northbound I-680 and westbound I-80/State Route 12 west. Providing this connection under Alternative B, Phase 1, as discussed above for Alternative B, would result in significant and substantial impacts to both Green Valley Creek and the mitigation site constructed as part of the Green Valley Corporate Park. These impacts were determined to be too severe to warrant inclusion of this movement into Alternative B or Alternative B, Phase 1. In addition, providing all freeway to freeway connections, notwithstanding the substantial environmental impact associated with doing so, the cost for Alternative B, Phase 1 would increase by approximately \$150 million, which would result in Alternative B, Phase 1 exceeding the currently available funding. This would result in Alternative B, Phase 1 no longer being a feasible first phase.

Alternative C, Phase 1 would provide much improved interchange spacing along I-80 when compared to Alternative B, Phase 1. Moving I-680 to the west to connect with State Route 12 west eliminates adverse weaving that would occur under Alternative B-1. Alternative C, Phase 1 would provide drivers on I-680 with standard outside-lane entrances/exits to I-80. Alternative B, Phase 1 would provide these connections in the median which could potentially create driver confusion as it is not the typical freeway configuration.

Additionally the constructability of Alternative C, Phase 1 is much better than Alternative B, Phase 1. This is because the majority of the improvements can be constructed without impacting existing highway operations. Alternative B, Phase 1, because it primarily involves widening the existing freeway interchange would have substantially more impact on existing traffic during construction.

Finally, FHWA provided Engineering and Operational Acceptability (EOA) preliminary approval of Alternative C, Phase 1 in a letter date September 20, 2011. The Department held a meeting with FHWA (December 8, 2011, conference call), in which FHWA reiterated the substantial operational deficiencies with Alternative B, Phase 1 particularly that the left entrance/exist design associated with Alternative B, Phase 1 is a significant weakness and potential fatal flaw to this design obtaining EOA.

With respect to impacts to jurisdictional waters; Alternative C, Phase 1 would result in more impacts to jurisdictional waters (6.37 acres of permanent fill) when compared to Alternative B, Phase 1 (3.48 acres of permanent fill). However, it is important to consider this impact in the context of the long term Alternatives B and C which have almost identical impacts to jurisdictional waters. In this context, Alternative C, Phase 1 can be viewed as incurring impacts earlier in the long term build-out of the interchange when compared to Alternative B, Phase 1.

Status of Other Federal and State Approvals and Permits

Caltrans, as the lead agency for NEPA, is anticipated to issue a Record of Decision in late November which will complete the NEPA process for the project.

As part of the EIR/EIS process Caltrans also conducted consultation under Section 7 of the Endangered Species Act with the US Fish and Wildlife Service who issued a Biological Opinion for the project on April 12, 2012.

In addition Caltrans consulted under Section 106 of the Historic Preservation Act with the State Office of Historic Preservation and a Programmatic Agreement has been executed between the parties.

The overall project will require permits from the Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Game and the Bay Conservation and Development Commission. Some or all of these permits will be issued for each construction package prior to construction beginning. Caltrans prepared and submitted permit applications to the US Army Corps of Engineers and the Regional Water Quality Control Board in early November 2012 and expect permits for initial construction activities to be obtain in March 2013.

Construction Implementation

The preferred alternative C-1 would be constructed in seven (7) separate construction packages over an 8-10 year period, depending on available funds. Caltrans and STA have sufficient funds to begin construction of Construction Package 1 (Initial Construction Package or ICP). Design plans are being prepared for the ICP and it is anticipated to be ready to list and advertise for construction in Spring 2013. Table 1 below summarizes the main elements of the seven construction packages that make up the preferred Alternative C-1 (Attachment I).

Table 1. Summary of Main Construction Elements and for Seven Different Construction Packages Associated with the Alternative C-1 Project.

Construction Package Number	Main Construction Elements
1, Initial Construction Package, ICP	<ul style="list-style-type: none"> • Construct the westbound I-80 westbound SR12 west (Jameson Canyon) connector. • Widen westbound I-80 between the existing I-80/I-680 separation and SR 12 west. • Reconstruct the I-80 Green Valley Road interchange.
2	<ul style="list-style-type: none"> • Construct the I-680/Red Top Road interchange. • Realign Lopes Road and Fermi Road. • Realign Ramsey Road around the proposed I-680/Red Top Road interchange.
3	<ul style="list-style-type: none"> • Construct the westbound I-80 to southbound I-680 connector. • Widen westbound I-80 between the I-80/Suisun Valley Road and the I-80/Green Valley Road interchanges. • Reconstruct the westbound I-80 bridge over Green Valley Creek. • Construct a new westbound on-ramp from I-80 at Suisun Valley Road. • Construct a new westbound off-ramp from I-80 to Green Valley Road. • Construct a new bridge over Green Valley Creek carrying westbound off-ramp to Green Valley Road. • Remove the existing I-80/I-680 connector bridges over I-80 and Green Valley Road. • Remove Neitzel Road. • Excavation and grading of the Business Center Drive extension.
4	<ul style="list-style-type: none"> • Construct the northbound I-680 to eastbound I-80 connector. • Reconstruct the eastbound SR12 west connector to eastbound I-80. • Reconstruct the eastbound I-80 off-ramp to Green Valley Road. • Reconstruct Green Valley Road on-ramp to eastbound I-80. • Realign both Lopes Road and Green Valley Road to connect to the original I-680 alignment. • Widen SR12 east one lane to the south, including widening the culvert.
5	<ul style="list-style-type: none"> • Construct the northbound I-680 to westbound SR12 west connector. • Reconstruct the I-80/Red Top Road interchange. • Construct the new SR12 west/Red Top Road interchange. • Construct the Red Top Road/Business Center Drive extension.
6	<ul style="list-style-type: none"> • Construct the I-80/I-680 HOV connectors.
7	<ul style="list-style-type: none"> • Construct the northbound I-680/I-80 loop on-ramp. • Construct the eastbound I-80 connector to southbound I-680. • Reconstruct the Union Pacific Railroad overpass.

On November 28, 2012, the STA Technical Advisory Committee (TAC) unanimously approved the recommendations related to the I-80/I-680/SR 12 Interchange Project EIR.

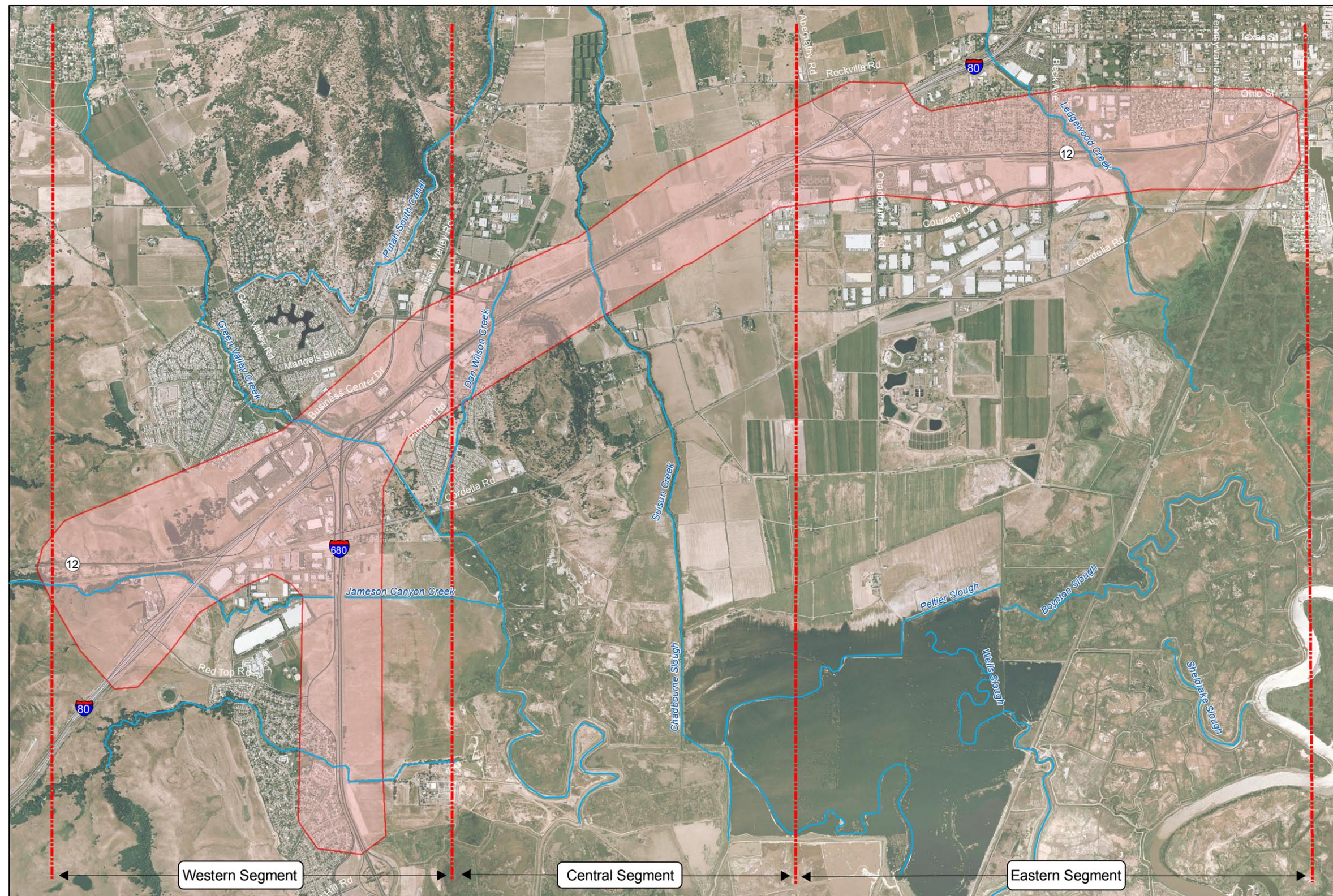
Recommendation:

Based on the extensive evaluations of the alternatives conducted in the EIR/EIS, comments received from the public and agencies during the EIR/EIS review process, and considering the traffic, engineering and operational aspects of all the alternatives, approve the following actions:

1. **APPROVE** Resolution No. 2012-18 accepting the Environmental Impact Report prepared by Caltrans for the Project; and
2. **ACCEPT** the Caltrans prepared Project Report and **APPROVE** the Alternative C-1 for the I-80/I-680/SR 12 Interchange Project; and
3. **DIRECT** that upon approval of Resolution No. 2012-18, that the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees, if necessary.

Attachments:

- A. Project Area Map
- B. Tier 1 Screening
- C. Tier 2 Screening
- D. Alternative B Features
- E. Alternative B Phase 1 Features
- F. Alternative C Features
- G. Alternative C Phase 1 Features
- H. Alternatives Comparison Table (Available upon request.)
- I. Alternative C Phase 1 Construction Packages
- J. Final EIR/EIS (Available at www.sta.ca.gov)
- K. Caltrans Project Report (Available upon Request)
- L. STA Resolution No. 2012-18



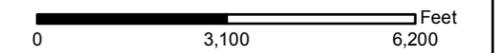
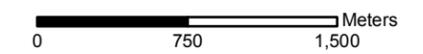
Legend

I680/I80/SR12 Interchange

-  Proposed Project Area
-  Segment Lines



1 inch equals 3,000 feet



Source: Nolte 2007, ESRI 2005, CirclePoint 2007, NAIP 2006.



Source: Circle Point 2008.

**Figure 2-1
Project Area Map**

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Summary of Tier 1 Screening Results

Tier 1 Screening Results - Alternatives Withdrawn From Further Study

During the initial development and screening of alternatives for the I-80/I-680/State Route (SR) 12 Interchange Project, twelve (12) alternatives were identified and evaluated for Tier 1 screening. Of these twelve (12) alternatives, eight (8) were withdrawn from further study for the reasons noted below.

1. Eliminate Green Valley Interchange

Proposed removal of the Green Valley Road Interchange, in lieu, route traffic through Suisun Valley Road and two proposed new Red Top Road Interchanges (on SR 12 and I-680) and one existing Red Top Road Interchange on I-80.

Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

2. I-80 Viaduct

Proposed elevating of I-80 on a structure (or viaduct) through the Interchange Complex area for regional traffic in both directions.

Rejected due to extremely high cost without appreciable benefit over other alternatives, out-of-character visual impacts for a rural road segment, lack of regional traffic access from viaduct to freeway commercial businesses, and potential driver confusion.

3. Combined Green Valley and Suisun Valley Roads Interchanges

Proposed combining Green Valley Road and Suisun Valley Road Interchanges as a couplet by eliminating the ramps in between and routing traffic through frontage roads to the adjacent interchange.

Rejected based on preliminary traffic operations analyses.

4. I-680 Exit/Enter I-80 to the Outside

Proposed I-680 entering and exiting along the outside of I-80.

Rejected based on preliminary traffic operations analyses that indicated higher costs with similar or worse operations.

5. Eliminate Suisun Valley Road Interchange

Proposed removing the Suisun Valley Road Interchange and routing traffic through Green Valley Road Interchange and two proposed new Red Top Road Interchanges (on SR 12 and I-680).

Rejected based on preliminary traffic operations analyses and because it didn't meet Purpose and Need.

6. South Parkway – 4-Lane Arterial

Proposed widening Cordelia Road to a 4-lane facility to connect I-680 and SR 12 East.

Rejected due to proposed use of the local road network for regional trips and impacts to the Primary Suisun Marsh.

7. South Parkway – Expressway/Freeway

Proposed a parallel route South of I-80 intended to connect I-680 and SR 12 East.

Rejected due to impacts on the Primary Suisun Marsh.

8. South Parkway – Frontage Alignment

Proposed routing a South Parkway along the east side of I-680 and the south side of I-80, to connect I-680 and SR 12 East.

Rejected due to impacts to historic resources and limited incentive to travel an arterial with multiple signals instead of a freeway segment of the same length.

Conclusion:

Based on the results of the Tier 1 screening, the eight (8) alternatives noted above were withdrawn from consideration for the reasons noted. Four (4) alternatives, A through D, were recommended for further detailed study and are described in Attachment B.

Attachment C

Summary of Tier 2 Screening Results

Tier 2 Screening Results - Alternatives withdrawn From Further Study

Following completion of the Tier 1 screening, four (4) alternatives were carried forward into the Tier 2 screening. Of the four (4) alternatives described below, two were withdrawn from further study and two were recommended for further detailed study in the Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the reasons noted below.

Alternative A

- This would retain the same basic alignments that exist today, but would separate the local interchanges from the mainline by using collector-distributor (C-D) roads. The State Route (SR) 12 West Interchange would be braided with C-D roads.
- The I-80/I-680 Interchange would be reconfigured to have the I-680 mixed-flow connectors come into and out of the median of I-80, along with the High Occupancy Vehicle (HOV) connectors.
- Local traffic and trucks would use a new slip ramp to access the C-D roads.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent interchange ramps.

Recommendation: This alternative would have a higher cost and greater environmental and right of way impacts than Alternative B, but with little added benefit. This alternative is not recommended for further study.

Alternative B

- This would retain the same basic alignments that exist today, but would braid all of the freeway-to-freeway connections with the next adjacent interchange (either local or Truck Scales).
- The I-80/I-680 Interchange would be reconfigured to have the I-680 connectors come into and out of the median of I-80, along with the HOV connectors (as in Alternative A). Local traffic and trucks would use new slip ramps braided with the Suisun Valley Road Interchange.
- No direct connections from I-680 North to I-80 West/SR 12 West. Traffic would need to use local arterials (most likely Red Top Road past Rodriguez High School).
- The Truck Scales would be reconstructed and braided ramps would be provided with adjacent SR 12 East Interchange ramps.

Recommendation: This alternative would provide similar congestion relief benefits as Alternative A, but with less environmental and right of way impacts. This alternative is recommended for further study.

Alternative C

- This would realign I-680 to curve to the northwest and connect to I-80 and SR 12 West (Jameson Canyon) near the existing SR 12 West/I-80 Interchange.
- The I-80/I-680 and SR 12/I-80 Interchanges would be combined, including a direct connection between SR 12 West and I-680.
- All I-80/I-680 movements would be freeway-to-freeway ramps, with HOV connections included.
- The west ramps to and from the Green Valley Road Interchange would connect to I-80 farther west than today, removing the weave between those and the I-80/SR 12 West freeway connectors.
- All other ramps would connect directly to the freeway, with the exception of the east ramps from the reconstructed Truck Scales, which would be braided with the SR 12 East Interchange.
- The existing I-680, between I-80 on the north and the beginning of the realignment (near Red Top Road) on the south, would be converted to a local street.

Recommendation: This alternative would provide improved mainline flow along I-80. This alternative is recommended for further study.

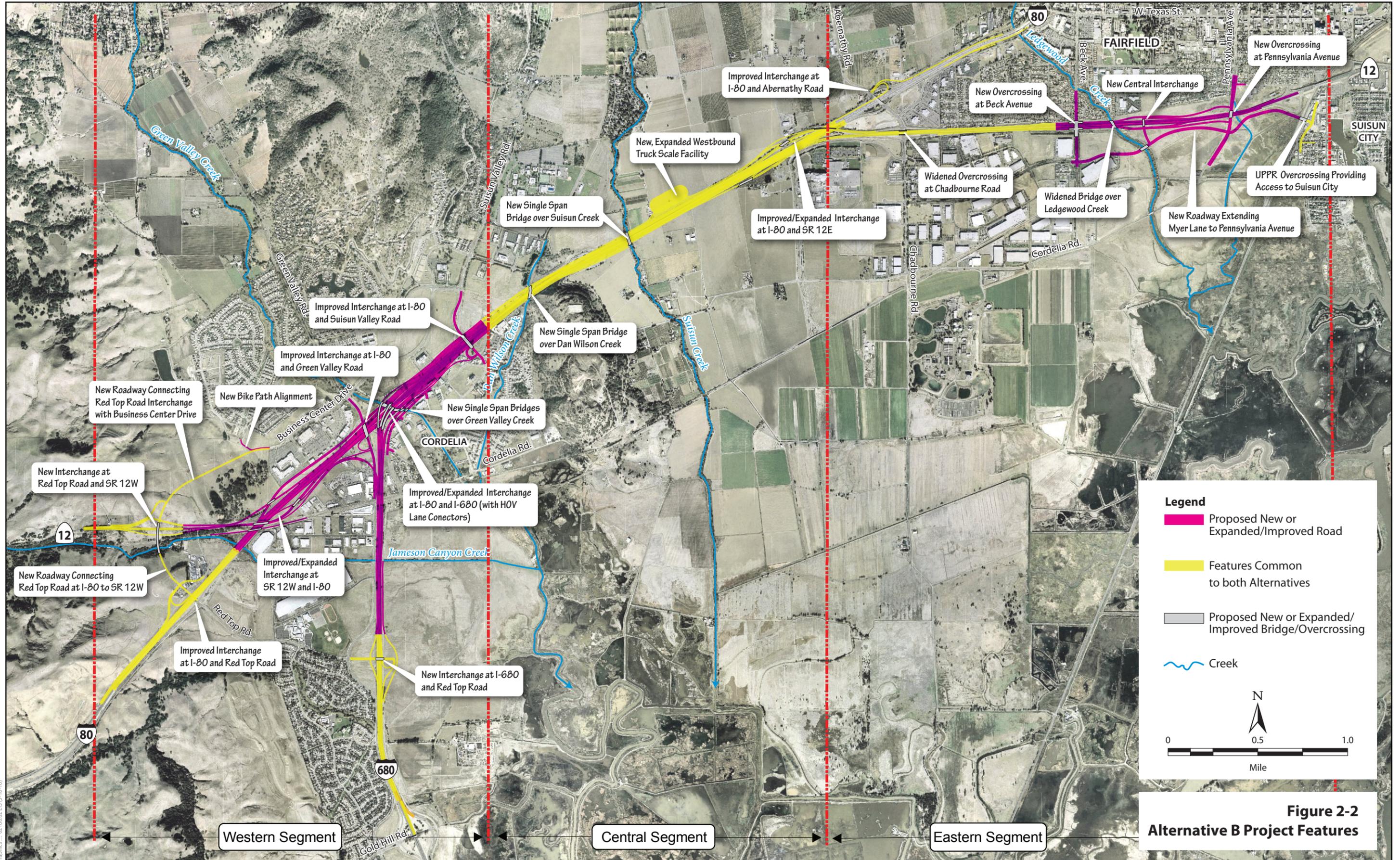
Alternative D

- The I-80/I-680 connectors would be relocated to the east by means of parallel viaducts running along the outsides of I-80.
- The viaducts would connect to I-80 near the relocated Truck Scales and would be braided with SR 12 East. Local traffic and trucks would use new slip ramps.
- No direct connections from I-680 northbound to I-80 West/SR 12 West. Traffic would need to use local arterial (most likely Red Top Road by Rodriguez High School).
- HOV connectors between I-680 and I-80 would be provided.
- The I-80 viaduct would be braided with the SR 12 east connector ramps.
- The Truck Scales would be reconstructed and have braided ramps on the east. SR 12 West would be braided with the Green Valley Road Interchange and the slip ramps braided with the Suisun Valley Road Interchange.

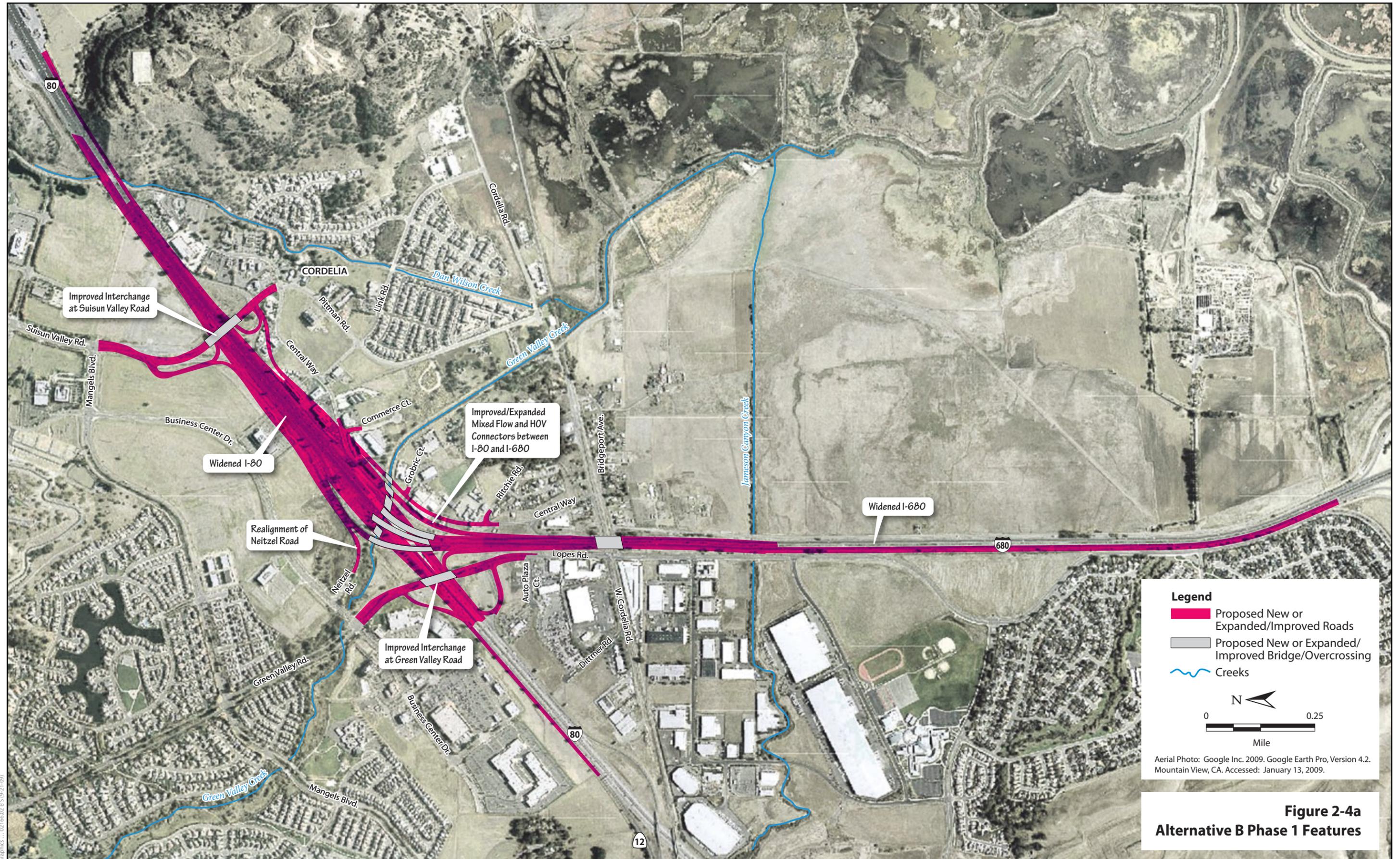
Recommendation: The addition of an elevated structure (viaduct) in this area would have significant visual impact and access alterations to highway commercial areas. This alternative is not recommended for further study.

Conclusion

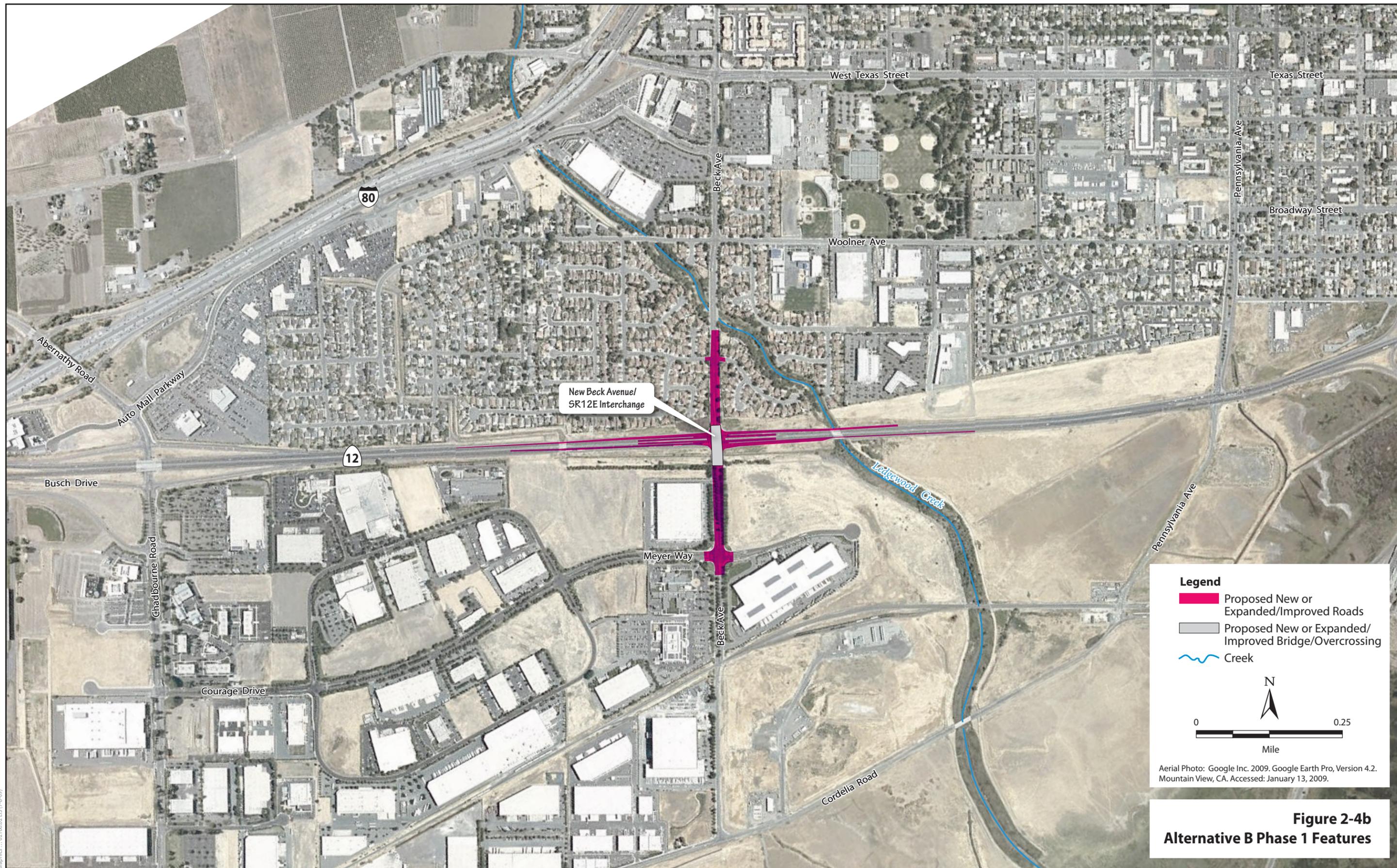
Upon completion of Tier 2 screening, Alternatives A and D were withdrawn from further study and Alternatives B and C were carried forward for further study in the EIR/EIS.



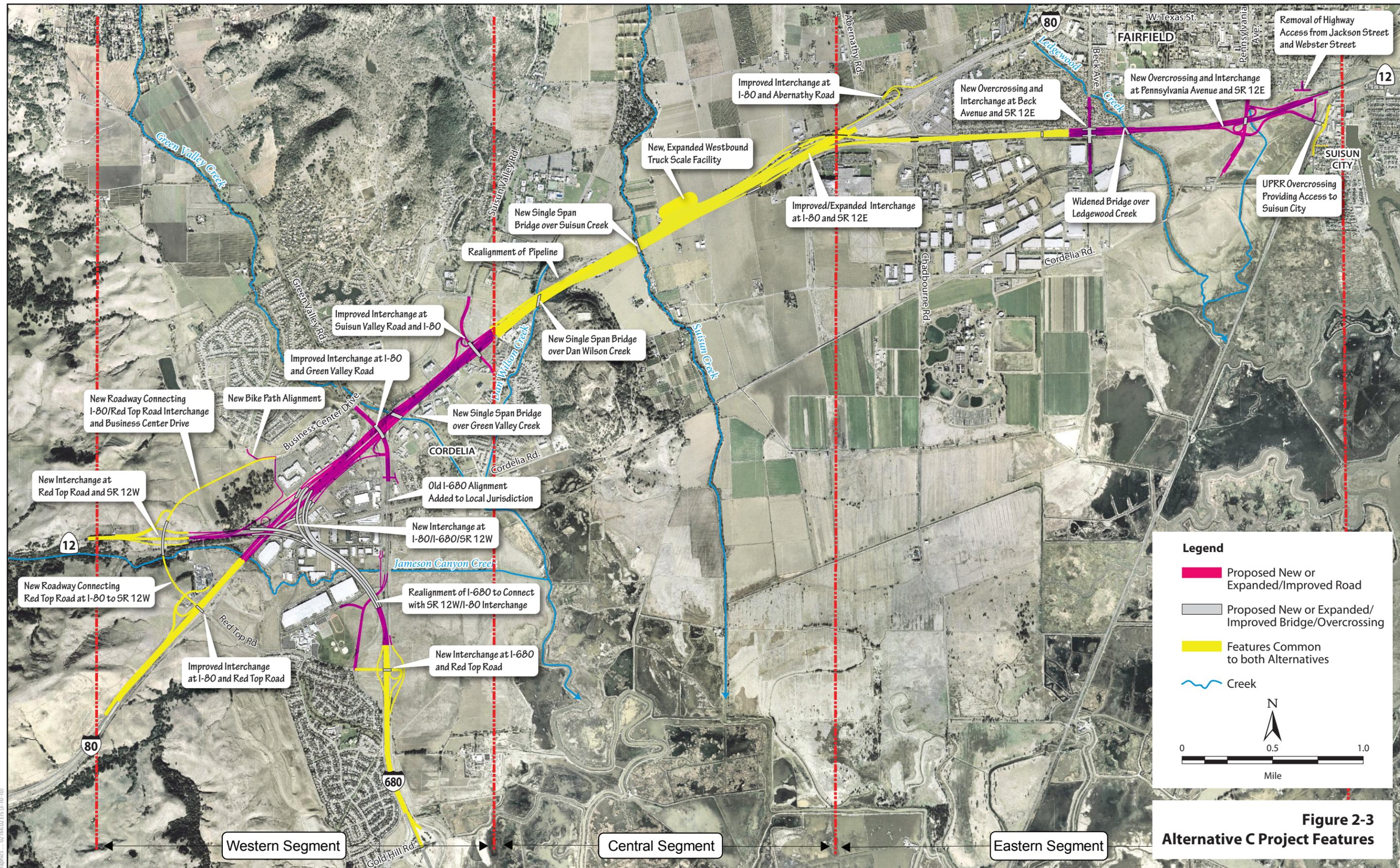
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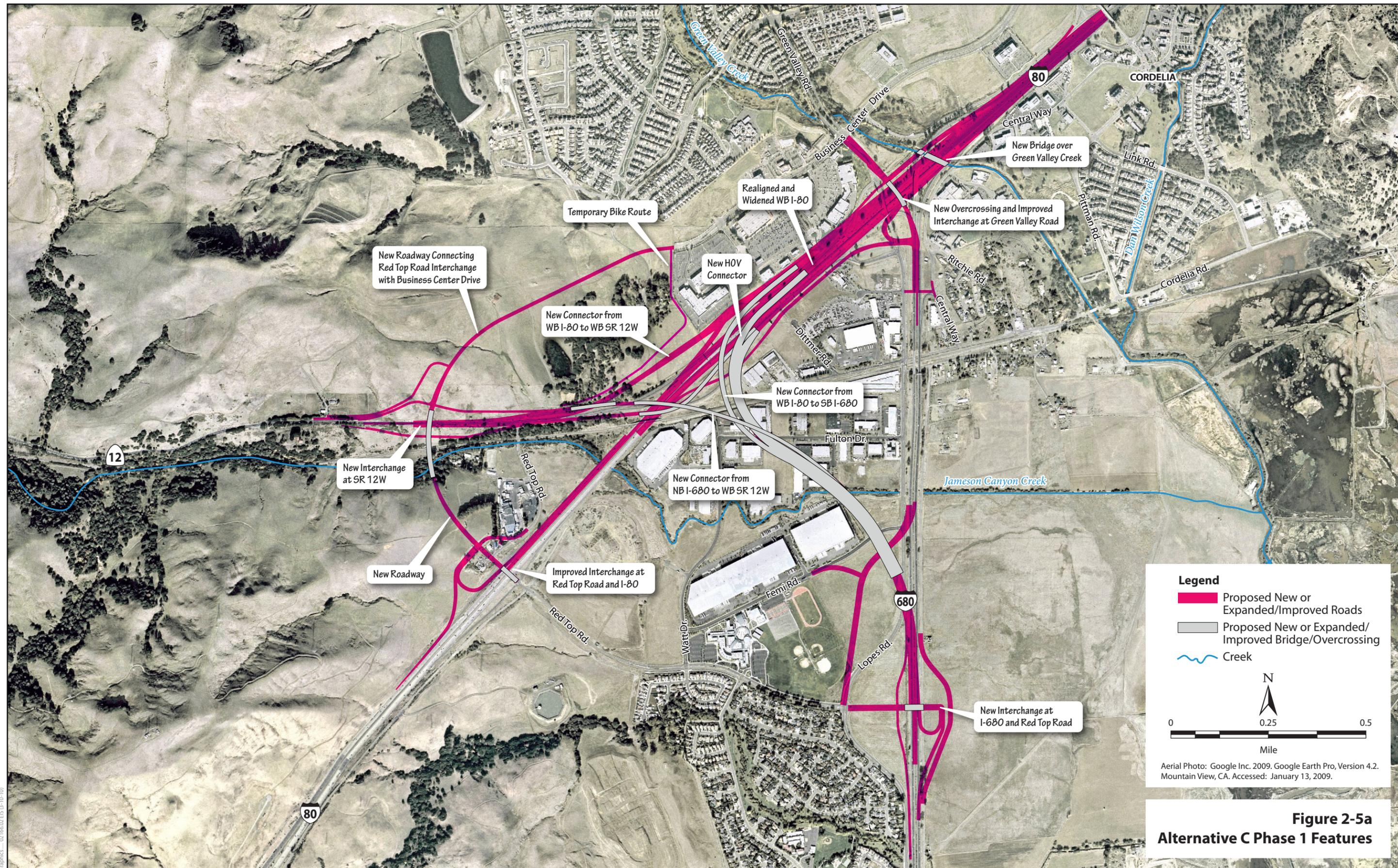
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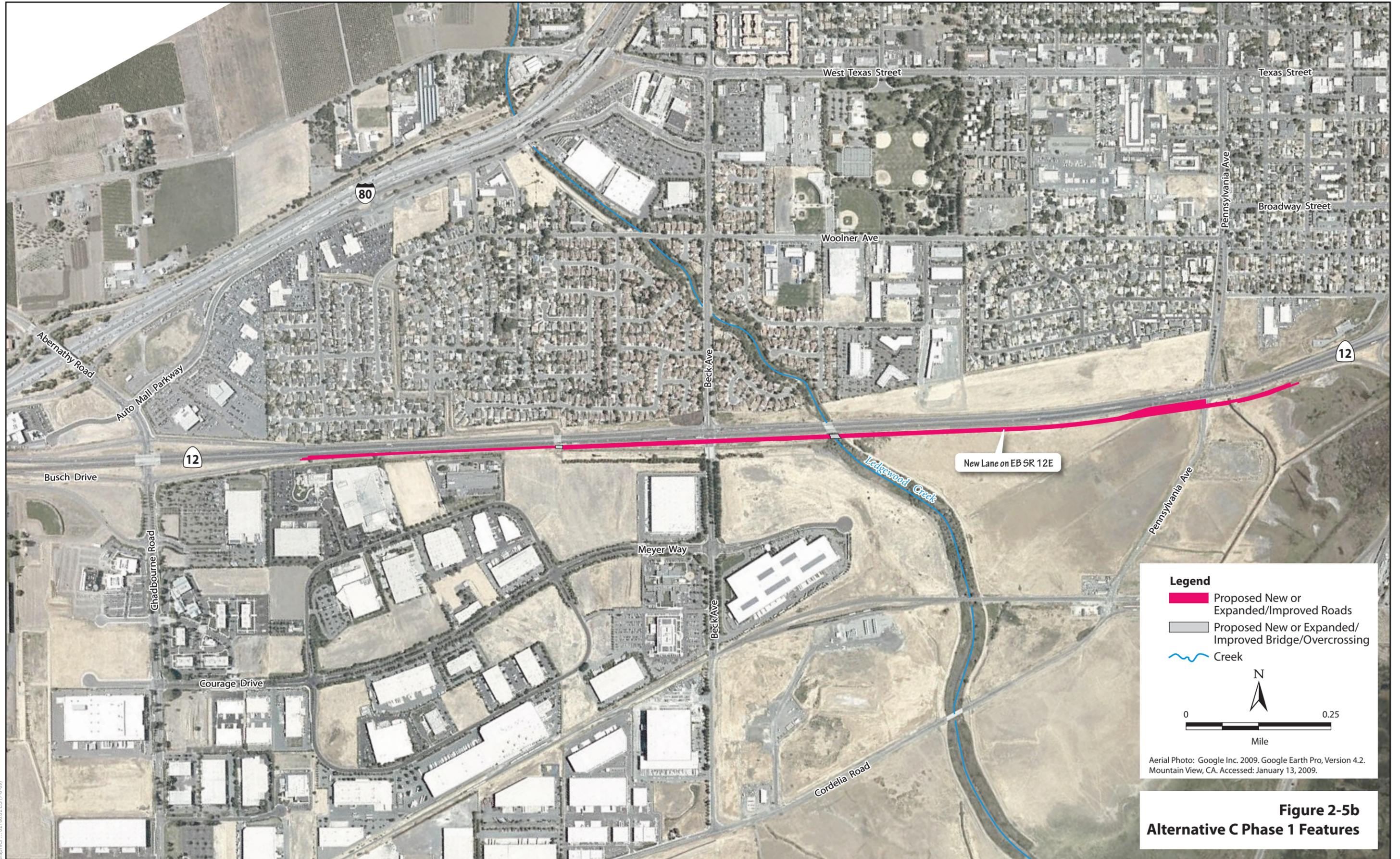
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FAIRFIELD

- PACKAGE 1 -** WESTBOUND I-80 CONNECTOR TO WESTBOUND SR12 (WEST), I-80/GREEN VALLEY ROAD IC
- PACKAGE 2 -** I-680 RED TOP ROAD INTERCHANGE, LOPES ROAD REALIGNMENT
- PACKAGE 3 -** WESTBOUND I-80 CONNECTOR TO SOUTHBOUND I-680
- PACKAGE 4 -** NORTHBOUND I-680 & EASTBOUND SR12 (WEST) CONNECTORS TO EASTBOUND I-80 + EASTBOUND SR-12 E

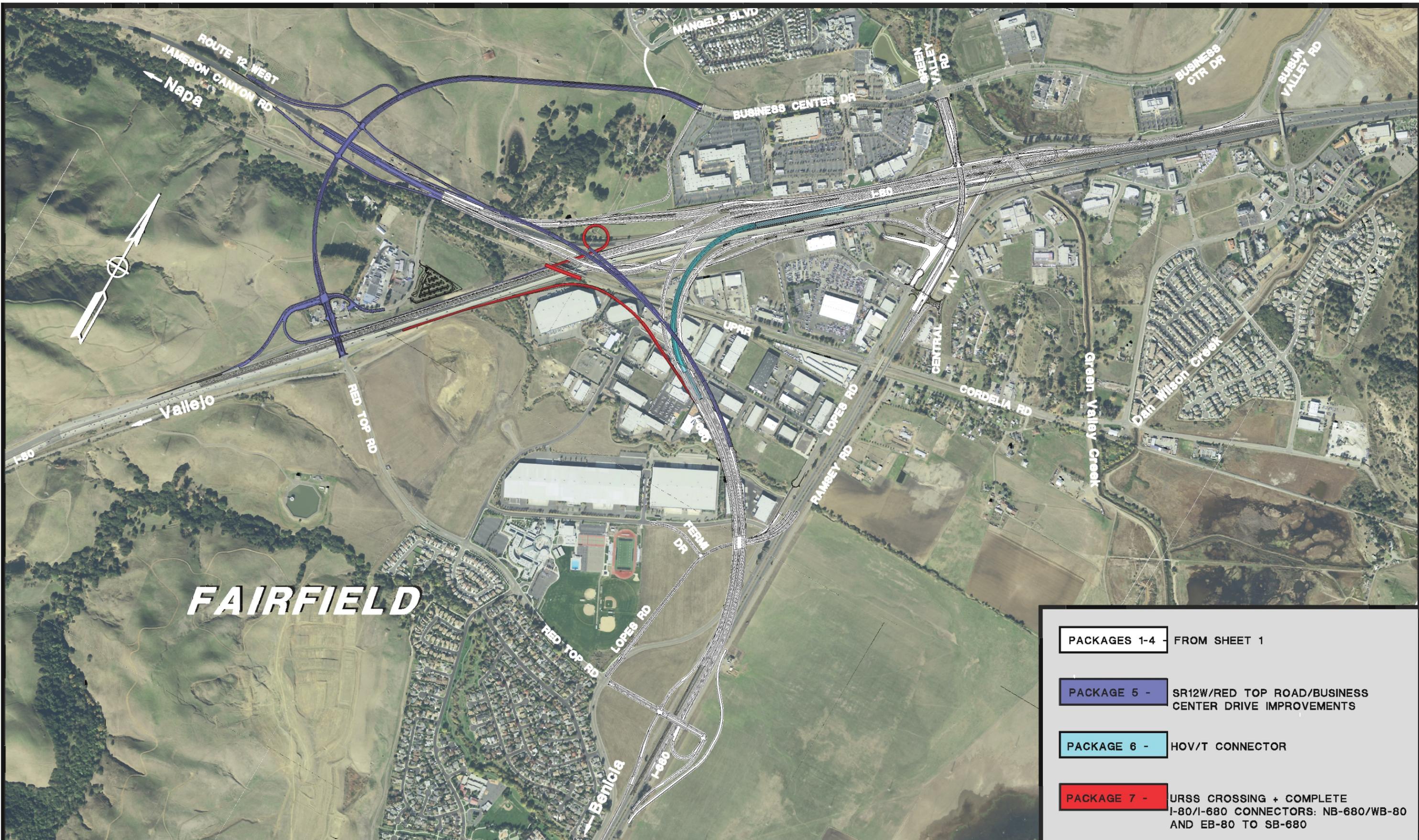


ALSO IN PACKAGE 4:
WIDEN SR12 EAST FROM CHADBOURNE TO WEBSTER STREET
SCALE: 1"=2000'

SCALE: 1" = 1000' (11"x17")
DATE: JANUARY 2011
JOB: 81-52008-116
SHEET NO.: 1 OF 2

ALTERNATIVE C, PHASE 1
Construction Packages
I-80/I-680/SR-12 INTERCHANGE PROJECT
PACKAGES 1 THROUGH 4





PACKAGES 1-4	FROM SHEET 1
PACKAGE 5	SR12W/RED TOP ROAD/BUSINESS CENTER DRIVE IMPROVEMENTS
PACKAGE 6	HOV/T CONNECTOR
PACKAGE 7	URSS CROSSING + COMPLETE I-80/I-680 CONNECTORS: NB-680/WB-80 AND EB-80 TO SB-680

SCALE: 1" = 1000' (11"x17")
 DATE: JANUARY 2011
 JOB: 81-52008-117
 SHEET NO.: 2 OF 2

ALTERNATIVE C, PHASE 1
Construction Packages
 I-80/I-680/SR-12 INTERCHANGE PROJECT
 PACKAGES 5 THROUGH 7



SOLANO TRANSPORTATION AUTHORITY

STA RESOLUTION No. 2012-18

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY ACCEPTING THE ENVIRONMENTAL IMPACT REPORT FOR THE I-80/I- 680/STATE ROUTE 12 INTERCHANGE PROJECT

WHEREAS, the subject project is known as the I-80/I-680/SR 12 Interchange Project; and

WHEREAS, the I-80/I-680/SR 12 Interchange Project would consist of the construction of improvements on an approximately 4.5-mile long segment of I-80 between Red Top Road and Abernathy Road, an approximately 3.5-mile segment of I-680 between Gold Hill Road and I-80, a 2.0-mile long segment of SR West (SR 12W) between 0.5 mile west of Red Top Road and I-80, and an approximately 2.5-mile segment of SR 12 East (SR 12E) between I-80 and Main Street in Suisun City. Within the limits of the project area, I-80 is a six lane to ten lane freeway, SR 12E is a divided four-lane highway, I-680 is a four-lane freeway, and SR 12W is an undivided two-lane highway; and

WHEREAS, the California Department of Transportation (Caltrans) is the Lead Agency for California Environmental Quality Act (CEQA) compliance for the I-80/I-680/SR 12 Interchange Project; and

WHEREAS, the STA as the project sponsor, will be providing funding for construction of the I-80/I-680/SR 12 Interchange Project and as such, is a Responsible Agency under CEQA for this project; and

WHEREAS, Caltrans, in cooperation with STA prepared a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-80/I-680/SR 12 Interchange Project, which was available for public review from August 10, 2010 to October 18, 2010; and

WHEREAS, Caltrans approved the EIR/EIS on October 12, 2012; and

WHEREAS, Caltrans approved the Project Report on October 25, 2012 which signifies Caltrans' approval of the project.

NOW, THEREFORE, BE IT RESOLVED that in accordance with the provisions of the California Environmental Quality Act, the Board of the Solano Transportation Authority hereby:

1. Finds that the Environmental Impact Report (EIR) for the I-80/I-680/SR 12 Interchange Project, prepared by Caltrans has been completed in accordance with the requirements of the California Environmental Quality Act, Public Resources Code sections 21000 *et seq.* ("CEQA") and California Code of Regulations, Title 14, sections 15000 *et seq.* ("CEQA Guidelines").
2. Finds that the EIR was prepared, published, circulated, and reviewed in accordance with the requirements of CEQA and the CEQA Guidelines, that the EIR is adequate, accurate, objective, and complete.

3. Certifies that it has been presented with the EIR; that it has reviewed the EIR and considered the information contained in the EIR prior to acting on I-80/I-680/SR 12 Interchange Project.
4. Finds that all potentially significant impacts associated with the Project can be fully avoided or mitigated to less-than-significant through the adoption of mitigation measures, and accordingly, is not required to adopt a statement of overriding considerations required by CEQA Guidelines section 15093.
5. Directs that, pursuant to CEQA Guideline section 15096(i), staff immediately file a Notice of Determination be filed with the County Clerk of Solano County and with the State Office of Planning and Research.
6. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the Solano Transportation Authority has based its decision are located in and may be obtained from the Solano Transportation Authority, One Harbor Center, Suite 130, Suisun City, California 94585.

Jack Batchelor, Jr., Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 12th day of December 2012 by the following vote:

Ayes: _____
 Nos: _____
 Absent: _____
 Abstain: _____

Attest: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the special meeting held this day of December 12, 2012.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: December 3, 2012
TO: STA Board
FROM: Sam Shelton, Project Manager
RE: STA Recommendation to Request the Solano County Board of Supervisors to Include Transportation Projects as Part of the County's Public Facility Fee Update

Background:

Basis for STA Conducting a Regional Transportation Impact Fee Study

The STA has been focusing on limited federal and state funding, projected over the next 25 years, on a handful of regionally significant projects (Attachment A). While the STA lobbies to secure additional federal and state funds to advance these few projects, the STA still depends on local funding to leverage federal, state and regional funds to develop competitive "shovel-ready" projects. If Solano County's local agencies want to continue to deliver other local projects or advance projects that could be competitive for federal, state, or regional funding, local funds will be needed to initiate these projects.

STA 50/50 Policy Only Pays for 50% of Any Local Reliever Route Project

Many of the top priority RTP listed projects assume that the STA will fund 50% of the project's costs while the other 50% must come from local funding sources, such as bond measures or impact fees. For example, several segments of the Jepson Parkway have agreements with detailed funding strategies between the STA and Fairfield, Solano County, and Vacaville to fund these segments with an estimated 50% local funds. A Regional Transportation Impact Fee (RTIF) would count towards the local contribution.

RTIF Development Progress

On December 10, 2008, the STA Regional Transportation Impact Fee (RTIF) Policy Committee of Solano County's mayors, city managers, a county supervisor, and the county administrator as well as the STA Board approved the scope of the STA's RTIF Nexus Study. Since that time, STA staff and the study consultants, has completed the following deliverables of that study's scope along with an update to the STA's travel demand model:

Date Completed	Regional Transportation Impact Fee (RTIF) development milestones
07-09-2008	STA Board Direction to conduct RTIF Feasibility Study
12-10-2008	RTIF Scope of Work approved by STA RTIF Policy Committee and Board
01-14-2009	RTIF Feasibility Study Approved by STA Board
01-05-2009	Request for Proposals (RFP) for Nexus Study Consultant Services
03-06-2009	Economic Planning Systems (EPS) Selected for RTIF Nexus Study
09-10-2009	EPS Scope amended to update STA travel demand model for RTIF uses
03-10-2010	STA Board approves STA Comprehensive Transportation Plan (CTP) Project List
03-10-2010	STA Board approves RTIF project eligibility and ranking criteria (217 projects)
05-12-2010	STA Board approves RTIF project list based on CTP list and draft costs (89 projects)
01-13-2011	RTIF Working Group refines project list based on approved criteria (28 projects)
06-22-2011	STA Model TAC approves use of STA travel demand model for RTIF uses
09-12-2011	RTIF Working Group approves nexus and project cost estimation methodology
03-12-2012	RTIF Working Group forwards draft implementation packages to STA TAC (12 projects)

Since September 2011, STA and EPS staff have worked to finalize a technically sufficient RTIF Nexus Study for RTIF and STA committee review and approval.

RTIF Working Group Requests to Develop Implementation Packages

At the September 12, 2011 RTIF Working Group meeting, many different implementation options and their associated revenue estimates were presented to the RTIF Working Group. Working Group members recommended approval of preliminary project cost estimates and the maximum nexus methodology and draft calculations. During the topic of “Revised RTIF Implementation Options & Revenue Estimates”, Working Group members were generally supportive of the technical accuracy of the information, but requested additional time to discuss specific implementation options and projects in preparation for a presentation to a future RTIF Policy Committee meeting.

County of Solano Public Facility Fee Study Underway

By July 2012, the County of Solano entered into a contract for consultant services for a comprehensive analysis and update of Solano County Public Facilities Fees. The scope of work specifically describes how "Solano County is considering establishing and/or modifying Public Facilities Fees to include roads and animal control facilities". Since then, STA staff and County of Solano staff have discussed the potential for STA RTIF roadway capacity projects to be coordinated with or be incorporated into the County's Public Facility Fee rather than establishing a new RTIF fee.

RTIF Working Group Revises RTIF Packages and Recommends Pursuing Public Facility Fee Partnership

On March 12, 2012, the RTIF Working Group reviewed and revised the draft RTIF implementation packages and recommended that the STA should pursue a partnership with the County of Solano to incorporate RTIF projects within the framework of a future Public Facility Fee update study, rather than propose a new RTIF Fee. During August and September 2012, STA and County staff have revised the March 2012 packages to include a 6th package for unincorporated roadway improvements (Attachment B). At the TAC meeting of November 28, 2012 the Cities of Benicia and Vallejo requested to modify Package 3 to include improvements to I-780 and a modification of the package 3 agencies to add Benicia. At the suggestion of the RTIF Working Group, the following RTIF projects and project working groups are now part of the proposed RTIF implementation packages.

Agencies	Project	Project Cost
<i>Package 1, Jepson Parkway Corridor</i>		
Fairfield	Remaining Segments of Jepson Parkway	\$ 28.0 M
Vacaville	Remaining Segments of Jepson Parkway	\$ 93.1 M
<i>Package 2, State Route 12 Corridor</i>		
Suisun City, Fairfield	State Route 12 & Pennsylvania Ave Interchange	\$50.0 M
Rio Vista	State Route 12, Church Road Interchange	\$ 2.0 M
County of Solano		
<i>Package 3, South County</i>		
City of Vallejo	SR37/Redwood St/Fairgrounds Dr	\$ 65.0 M
City of Benicia	Columbus Parkway & I-780 Improvements	\$35.0 M
<i>Package 4, Central County I-80 Reliever Route</i>		
City of Fairfield	North Connector West	\$ 32.0 M
County of Solano	Local Project Share	TBD

Package 5, Express Bus Transit Centers and Train Stations

City of Benicia	Benicia Industrial Park Multi-modal Transit Center	
City of Dixon	Dixon Multimodal Transportation Center	
City of Fairfield	Fairfield Transportation Center, next phase	
City of Fairfield	Fairfield/Vacaville Train Station, next phase	5% of total
City of Suisun City	Suisun City Train Station improvements	fees collected
City of Vacaville	Vacaville Transportation Center, next phase	
City of Vallejo	Vallejo Station or Curtola Park & Ride, next phase	
Solano County	360 Project Area Transit Center	

Package 6, Unincorporated County Roadway Improvements

Countywide	Unincorporated County roadway improvements that address new growth impacts	5% of total fees collected
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The RTIF Working Group also recommended the following allocation policies and strategies to deliver these packages of projects:

1. Countywide fees collected for transportation should be returned to each district, with 5% taken off the top for Package #5 Express Bus Transit Centers and Train Stations.
2. District Working Groups should develop recommendations for how to spend fees on RTIF projects within each district.
3. Fees collected would count towards the local share of STA's 50/50 policy.
4. STA Board recommends how Package #5 transit funds are allocated, through coordination with the STA appointed Working Group.

On September 26th and November 28th the STA TAC reviewed revised RTIF Packages and the STA's intent to coordinate with the County's Public Facility Fee update process. Over the last two months, the STA has circulated the attached handout to brief City Managers, County management staff, and elected officials of the STA's intent to coordinate with the County of Solano (Attachment A).

Discussion:

The RTIF Policy Committee (composed of City Managers, Mayors, the County Administrator, and one County Supervisor) is scheduled to meet on December 12, 2012 prior to the STA Board meeting to discuss this RTIF Working Group's recommendations and the potential for coordinating the STA's RTIF process with the County's Public Facility Fee update process.

While STA staff and County of Solano staff have discussed fee study coordination, no official actions have been taken by either agency's Board. To begin this process, STA staff recommends the STA Board to request the following actions from the Solano County Board of Supervisors:

1. *Add transportation facilities to the County of Solano's Public Facility Fee (PFF) Program*
County of Solano staff have already incorporated this study topic into the PFF study's scope of work. However, the Board of Supervisors does not necessarily need to take this action based on the study's potential recommendations. This action would make the request from STA official.
2. *Designate the Solano Transportation Authority to manage a Portion of the County of Solano's Public Facility Fee for Transportation Projects*
County of Solano staff, STA staff, and STA Technical Advisory Committee members

have discussed the approach of designating the STA to manage the transportation portion of the PFF. This would enable each of the cities to participate in the development of transportation project priorities and development of implementation priorities and project delivery funding plans. Further, STA would coordinate transportation area working groups while allowing the Board of Supervisors to retain ultimate PFF program authority.

3. *Consider a transportation facility fee of \$1,500 per dwelling unit equivalent (contingent on the fee being less than the approved maximum nexus).*

STA's consultant, Economic Planning Systems (EPS), has projected fee revenues by RTIF package at various fee ranges over a 10-year period using conservative estimates for growth (see attachment A). STA staff recommend that the transportation PFF be introduced at a reasonable level to avoid harming economic recovery, but still result in the construction of a few PFF funded projects in no later than 10 years. Based on these projections, STA staff recommends requesting County consider a transportation PFF of \$1,500 per dwelling unit equivalent (DUE).

For example, a \$1,500/DUE fee would have projected revenue for Package#1 (Jepson Parkway) of \$6.2M. This is projected to be sufficient funding to help develop a funding plan to begin construction of another segment of the Jepson Parkway.

Next Steps: Package Refinement and Nexus Approval

STA staff is refining packages (district boundaries, working group partners, and projects) with working group members. Final packages would be brought back to the RTIF Policy Committee at a meeting scheduled in February 2013, should the RTIF Policy Committee recommend pursuit of developing a fee as described above.

Proposed Next Steps for RTIF Packages Refinement and Nexus Approval
(Pending RTIF Policy Committee and STA Board Action)

Committees	RTIF Packages (District Boundaries, Partners, and Projects)	Nexus Study
RTIF Working Groups by Packages	Complete by January 15, 2013	
STA TAC	January 30, 2013	February 27, 2013
RTIF Stakeholders Committee	January 2013	
RTIF Policy Committee	February 13, 2013	March 13, 2013
STA Board	February 13, 2013	March 13, 2013

Recommendation:

Request that the Solano County Board of Supervisors consider the following actions:

1. Add transportation facilities to the County of Solano's Public Facility Fee Program;
2. Designate the Solano Transportation Authority to manage the portion of the County of Solano's Public Facility Fee dedicated for Transportation Projects; and
3. A transportation facility fee of \$1,500 per dwelling unit equivalent (contingent on the fee being less than the approved maximum nexus).

Attachment:

- A. Revised RTIF Packages Summary with 10-year revenue estimates, 11-29-12

RTIF Packages Revenue Estimates (Draft, 11-29-2012)

Package	A Max Nexus Cost	B 20-yr DUE Growth	A/B Max Fee	10-year Revenue Estimate by Fee Range per DUE (= B/2 * Max Fee or amount below, whatever is smaller,			
				\$750	\$1,000	\$1,500	\$2,000
Package #1 (Jepson)	\$78,152,900	8,216	\$9,512	\$3,081,020	\$4,108,027	\$6,162,041	\$8,216,054
% of total RTIF Costs				3.9%	5.3%	7.9%	10.5%
Package #2 (Hwy. 12 Corridor)	\$22,924,642	5,663	\$4,048	\$2,123,548	\$2,831,397	\$4,247,095	\$5,662,793
% of total RTIF Costs				9.3%	12.4%	18.5%	24.7%
Package #3 (S. County Fairgrounds & Columbus Blvd. improvements)	\$43,350,000	\$6,681	\$6,489	\$2,505,384	\$3,340,513	\$5,010,769	\$6,681,025
% of total RTIF Costs				5.8%	7.7%	11.6%	15.4%
Package #4 (North Connector West)	\$11,616,000	\$2,820	\$4,119	\$1,057,473	\$1,409,964	\$2,114,946	\$2,819,927
% of total RTIF Costs				9.1%	12.1%	18.2%	24.3%
Package #5 (Countywide Transit)¹							
5% of Fees	NA	26,689	5%	\$500,427	\$667,237	\$1,000,855	\$1,334,473
Package #6 (Unincorporated County roads)¹							
5% of Fees	NA	26,689	5%	\$500,427	\$667,237	\$1,000,855	\$1,334,473
Total Fee Revenue							
W / Transit & Unincorporated Roads @ 10% of Fees	\$156,043,542	26,689	Varies	\$9,267,853	\$12,357,137	\$18,535,705	\$24,714,273

(1) Applies to entire County (not just areas covered in each package) as an add on percentage to the fee amount (e.g. from 5% of \$750 to 5% of \$2,500, depending on scenario).

Boundary Definition for DUE Growth:

Package 1 (Jepson Parkway) is the northern part of Fairfield (north of SR 12), all of Vacaville, and the unincorporated County areas between them.

Package 2 (SR 12) is all of Suisun City, all of Rio Vista, and the unincorporated County areas along SR 12.

Package 3 (Solano Fairgrounds) includes cities of Vallejo and Benicia.

Package 4 (Central County Reliever Routes) is the southern part of Fairfield (below SR 12) and the unincorporated areas around the 80/680/12 interchange.

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DATE: December 3, 2012
TO: STA Board
FROM: Bernadette Curry, STA Legal Counsel
RE: Solano County Transit (SolTrans) Joint Powers Agreement (JPA) –
Appointment of STA Ex-Officio Board Member

Background:

In November, 2010, the Cities of Benicia and Vallejo, and the STA formed Solano County Transit (“SolTrans”) in order to consolidate the transit services of Benicia and Vallejo. Its governing board is comprised of five voting directors, two voting directors from each member agency other than STA plus the Solano County representative to the Metropolitan Transportation Commission, and one ex-officio, non-voting director appointed by the STA. Each director serves a term of two years and may serve any number of terms consistent with the appointment process of the director’s appointing governing body.

Discussion:

City of Fairfield Mayor Harry Price was the first ex-officio Board Member appointed by the STA Board in December of 2010 and his term expires this month. Any member of the STA Board or a Board Alternate or a member of staff is eligible to be appointed by the STA Board. Staff recommends the appointee be from outside of Benicia or Vallejo to help provide a more countywide perspective to SolTrans.

Fiscal Impact:

No fiscal impact.

Recommendation:

Appoint a STA Board Member to the Solano County Transit (SolTrans) JPA Board as an Ex-Officio member for a two-year term expiring December 2014.

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DATE: November 8, 2012
TO: STA Board
FROM: Jessica McCabe, Project Assistant
RE: Project Initiation Document (PID) Reimbursement and Program Update

Background:

A Project Initiation Document (PID) is commonly viewed as a Project Study Report (PSR) which is a preliminary engineering report that documents agreement on the scope, schedule, and estimated cost of a project so that the project can be included in a future State Transportation Improvement Program (STIP). Caltrans requires PID's for on-system projects over \$3 million.

The California Transportation Commission (CTC) requires a completed PSR for projects before the project can be added into the STIP. The CTC intends that the process and requirements for PSRs be as simple, timely, and workable as practical, given that a PSR must be prepared at the front end of the project development process, before environmental evaluation and detailed design, and that it must provide a sound basis for commitment of future state funding. A PSR also provides a key opportunity to achieve consensus on project scope, schedule, and proposed cost among Caltrans and involved regional and local agencies.

State statutes provide that Caltrans shall have 30 days to determine whether it can complete the requested report in a timely fashion (in time for inclusion in the next STIP). If Caltrans determines it cannot prepare the report in a timely fashion, the requesting entity may prepare the report. Local, regional and state agencies are partners in planning regional transportation improvements. Input from all parties is required at the earliest possible stages and continues throughout the process. The project sponsor should take the lead in coordination activities. PSRs to be completed by a local agency for projects on the State Highway System still require Caltrans oversight and ultimate approval.

The State Highway Operations & Protection Program (SHOPP) projects, which Caltrans is the lead agency, take priority over local projects given Caltrans' mission for preservation of the State Highway System. On March 7, 2012, Caltrans requested STA to develop a 3-year PID work plan for all Solano County Projects, covering Fiscal Years (FY) 2012-13 through FY 2014-15. Prior to initiating work on a PID, the sponsor must enter into a Cooperative Agreement with Caltrans.

For Solano County, the following work was in the PID 3-Year Plan (FY 2011-12 to 2013-14):

FY 2011-12	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville
SOL I-80	Express Lanes Red Top Rd. to I-505

FY 2012-13	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Carryover)
SOL I-780	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon

FY 2013-14	
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield (Carryover)
SOL I-80	Reconstruct Interchange I-80 at "A" Street in City of Dixon (Carryover)
SOL I-80	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon

Based on the existing 3-Year PID Work Plan and current understanding of the likelihood the project sponsors will be ready to move forward, the following 3-Year FY 2012-13 to FY 2014-15 Work Plan was finalized at the April 2012 STA Technical Advisory Committee (TAC) meeting:

FY 2012-13	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke
SOL I-505	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Permit Project)

FY 2013-14	
SOL I-80	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)
SOL I-80	Interchange Modification/Roundabout @ Hiddenbrooke (Carryover)

FY 2014-15	
SOL I-80	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield

Discussion:

In August, Caltrans staff requested that STA staff verify the proposed new PIDs for FY 2012-13 (Attachment A), as they were preparing to submit new FY2012-13 reimbursement work to the Department of Finance (DOF) for reimbursement authority. The verified list includes the Lagoon Valley Blvd Interchange in City of Vacaville and the Eastbound (SR-37 to Red Top Road) and Westbound Express Lanes (Carquinez Bridge Toll Plaza to SR-37). Attachment B clarifies prior, current, and proposed PID Work Plans.

In terms of the program update, Caltrans staff sent notice in October that there would be a policy update to the PID reimbursement program, per the passage of Assembly Bill (AB) 1477 on September 30, 2012. The key items in the bill include:

- The Department of Transportation shall exempt project initiation document development and oversight services reimbursed from local government agencies from full cost recovery as outlined in its Indirect Cost Recovery Plan (ICRP).
- In order to reduce costs to local agencies, the Department of Transportation shall streamline the cooperative work agreement process related to project initiation document development and oversight.

As such, all existing and new PID cooperative agreements will be revised/prepared to exclude the Indirect Cost Recovery Plan (ICRP) related costs for FY 2012-13, and Caltrans was given the authority to prepare/negotiate new reimbursed PID COOPs with local partners for FY 2012-13.

Fiscal Impact:

There are no fiscal impacts to the STA for this issue as this subject is related to the development of priorities for PSRs.

Recommendation:

For information only.

Attachments:

- A. FY 2012-13 Non-SHOPP 3-Year Work Program (PIDs), August 2, 2012
- B. Prior, Current, and Proposed Project Initiation Document (PID) Work Plans, 11-16-2012

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Project Number	District Priority	SHA or R (Reimbursement)	Lead/QA/IQA	District	County	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	K-Phase EA	RTP Project Number	RTP Tier 1 (Y/N)	Original Work Program Status	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Funding (TIP/RTIP/Both/NA)	STIP Programming Cycle(s)	Federal Funding (Y/ N)	Local Funding (Measure/Other/Both/NA)	Other State Funding (Bond, CMAQ, TCRP, ARRA, Other, NA)	Type of PID	Project Sponsor
23		Reim	IQA	4	SOL	80	23.1	23.1	Improve traffic operations and safety	Interchange Modifications at Lagoon Valley	At Lagoon Valley in Vacaville		NA	Y	Proposed		06/2014	6.0	TBD	NA	NA	N	Other	NA	PSR-PDS	STA
41	4	Reim	IQA	4	SOL	80	5.7	11.4	Improve traffic operations	New EB and WB Express Lanes	SR-37 to Red Top Rd.		230659	Y	Proposed		06/2014	86.0	30.0	NA	NA	Y	Other	NA	PSR-PDS	MTC
42	3	Reim	IQA	4	SOL	80	0.59	5.65	Improve traffic operations	New EB and WB Express Lanes	Carquinez Bridge Toll Plaza to SR-37		230658	Y	Proposed		06/2014	108.0	38.0	NA	NA	Y	Other	NA	PSR-PDS	MTC

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Prior, Current, and Proposed Project Initiation Document (PID) Work Plans

Updated 11-16-2012

Hwy	Agency	Project	11-12	12-13	13-14	14-15
80	Vacaville	Lagoon Valley Blvd Interchange in City of Vacaville	Prior	Current / Proposed		
80	Vallejo	Interchange Modification/Roundabout @ Hiddenbrooke	Prior	Current		
505	Vacaville	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville	Prior			
80	MTC	Express Lanes Red Top Rd. to I-505, EB & WB	Prior	Proposed		Current
80	Vacaville	Lagoon Valley Blvd Interchange in City of Vacaville (Carryover)		Prior		
80	STA	New EB Auxiliary Lanes Airbase Pkwy to Travis in City of Fairfield		Prior		
505	Vacaville	Widen the SB Off-ramp at Vaca Valley Pkwy to provide protected left turn pockets, and signalize the SB Ramp intersection in City of Vacaville (Carryover)		Prior		
780	Vallejo	Construct Transit Center at Curtola Pkwy and Lemon St. in City of Vallejo		Prior		
80	Dixon	Reconstruct Interchange I-80 at Pedrick Rd in City of Dixon		Prior		
80	Dixon	Reconstruct Interchange I-80 at "A" Street in City of Dixon (Carryover)			Prior	
80	Dixon	Reconstruct Interchange I-80 at Pedrick Rd. in City of Dixon			Prior	

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DATE: December 7, 2012
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: Climate Action Plan Update

Background:

On July 13, 2011, the STA Board authorized staff to pursue funds from the California Strategic Growth Council (SGC) for the development of a multi-agency Climate Action Plan (CAP) and CAP Implementation Strategy, subject to endorsement from the Solano City County Coordinating Council (4Cs). Subsequently, the Pacific Gas and Electric Company (PG&E) contacted STA and stated that funds were available to assist STA in the development of a CAP focused on energy production and use. The Energy Chapter Climate Action Plan (ECCAP) will cover the cities of Dixon, Fairfield, Rio Vista, Suisun City; the City of Vacaville is developing a CAP as part of its General Plan update, and is coordinating its CAP contents with the STA-led effort.

The County and STA are working together to also implement a CAP for non-energy emissions, and an integrated CAP Implementation Plan, funded by a state Strategic Growth Council (SGC) grant. The ECCAPs will likely not move forward for City Council consideration until the SGC documents are also ready for consideration and adoption.

Discussion:

STA's ECCAP consultant, AECOM, has met with public works, planning and building staffs from the involved cities, and has gathered energy use data from PG&E, in order to develop a profile of current and projected energy use. AECOM has also discussed with city staff the measures that are in place or that may be considered in order to reduce GHG emissions from energy production and consumption. These meetings have been both one-on-one with city staff and at month meetings of the ECCAP Technical Advisory Committee (TAC). The TAC also includes representatives from local business, the Solano College Small Business Development Center and the Solano Economic Development Corporation.

The Draft ECCAPs work the information regarding existing and projected emissions, potential emission reduction strategies and the impact of these strategies into a cohesive narrative which is customized for each city. While each Draft ECCAP is focused on a specific community, they all share a common organization. Where possible, the recommended energy-related GHG emission reduction measures are also common to all of these cities. This will reduce the potential for one community to be at a competitive disadvantage due to its ECCAP measures, and will allow for more efficient implementation of GHG reduction measures by allowing a sharing of resources.

Because of restrictions on the PG&E funding, each of the participating cities is required to have an ECCAP document that could be considered by their City Council by the end of 2012. However, it will be more effective if the actual City Council hearing includes measures from both the ECCAP and the SGC funded work. As a result, the Planning Commissions will be asked to review the Draft ECCAPs and make a recommendation to the City Council, but the final Council action will be coordinated so that the entire CAP can be considered at a single hearing. The final CAP is expected to be ready for consideration in late 2013 or early 2014.

On November 8, 2012, the Solano City County Coordinating Council (4Cs) voted to approve release of the Draft ECCAPs for the cities of Dixon, Fairfield, Rio Vista and Suisun City, and requested that the Planning Commissions of those Cities hold public hearings on the Draft ECCAPs.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: December 3, 2012
TO: STA Board
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Employer Commute Challenge 2012 – Final Results

Background:

The Sixth Annual Solano Commute Challenge (Challenge) was a targeted outreach campaign for Solano County large employers that involved the local business community in addition to employers and employees. The overall goal for this campaign was to increase and sustain Solano County employees' use of alternative transportation. The Challenge for employers and their employees was to "Use transit, carpool, vanpool, bike, or walk to work at least 30 workdays from August through October." Incentives are provided through the Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) Program to employees and employers who "met" the Commute Challenge.

Campaign materials were sent to the targeted employers in July with telephone follow-up one week later. Information about the Challenge was posted on the STA's SNCI webpage, www.commuterinfo.net, along with a registration form where targeted employers and their employees could indicate their interest in participating. Status updates about the Challenge were posted on SNCI's Facebook page.

Employees accessed information about the Challenge through the SNCI webpage and also from hardcopy brochures and flyers that were provided to the employers for distribution. Employee trips were tracked electronically, using the 511 Ridematching system's "Trip Diary" tracking system. Employees who did not have internet access or preferred to not use the electronic alternative still had the option of submitting the hard-copy Monthly Commute Logs. 511 Rideshare made substantial programming improvements to the ridematching system to more easily identify and track Challenge participants. Staff provided significant assistance to ensure that employees understood the process and would accurately track their trips. As individual employees signed up, they could request information about transit, bicycling, and carpooling/vanpooling options.

Discussion:

The Challenge ended on October 31, 2012. 47 major Solano employers totaling 655 employees registered in the Challenge. 417 employee participants have earned the title "Commute Champion" by meeting or passing the goal, nearly 64% of all participants. For the second year in a row, State Fund of Vacaville is the Most Outstanding Workplace setting a new milestone with 100 Commute Champions. Other Commute Champion Workplaces (where 20 or more employees became Commute Champions) include the County of Solano, Travis Air Force Base, California Vegetable Specialties in Rio Vista, and Genentech in Vacaville.

Employees who are Commute Champions are entered into a drawing. The drawing for those gift certificates will take place at the December STA Board meeting. Staff will coordinate the presentation of employer rewards with the companies, Chambers of Commerce, and STA Board members. Recognition events will take place the first two weeks in December.

Fiscal Impact:

The Solano Commute Challenge (Challenge) campaign is included in the STA's Solano Napa Commuter Information program budget and is funded by a combination of Bay Area Transportation for Clean Air (TFCA) and Eastern Solano Congestion Management Air Quality (CMAQ) funds.

Recommendation:

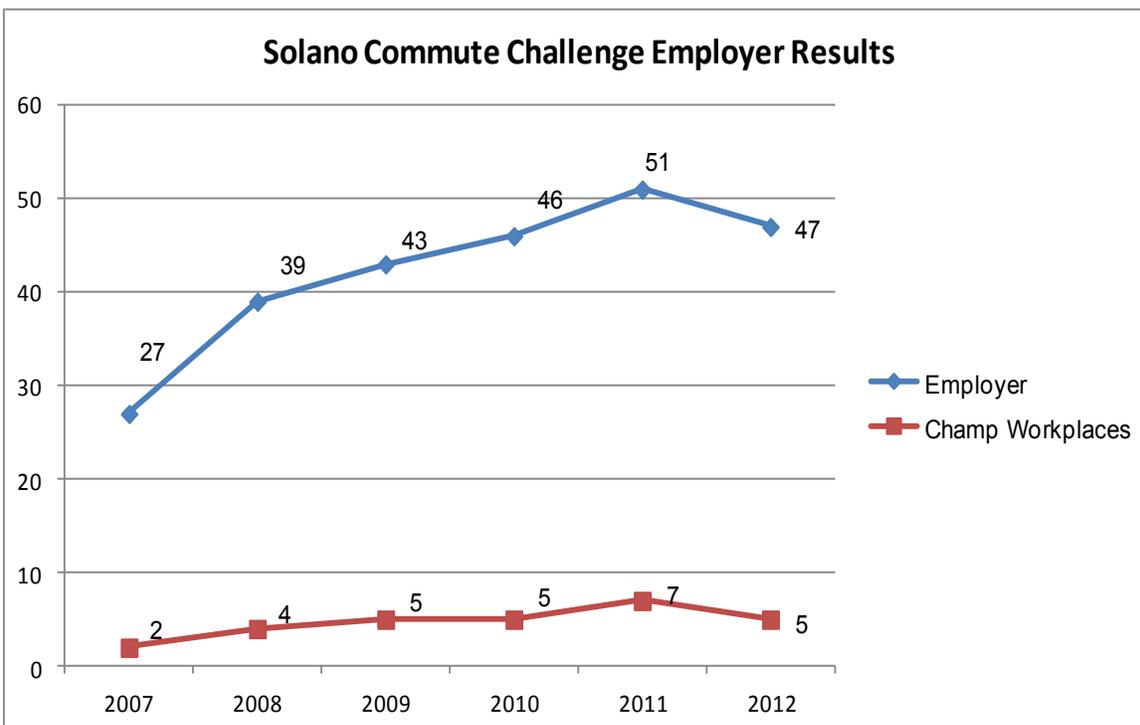
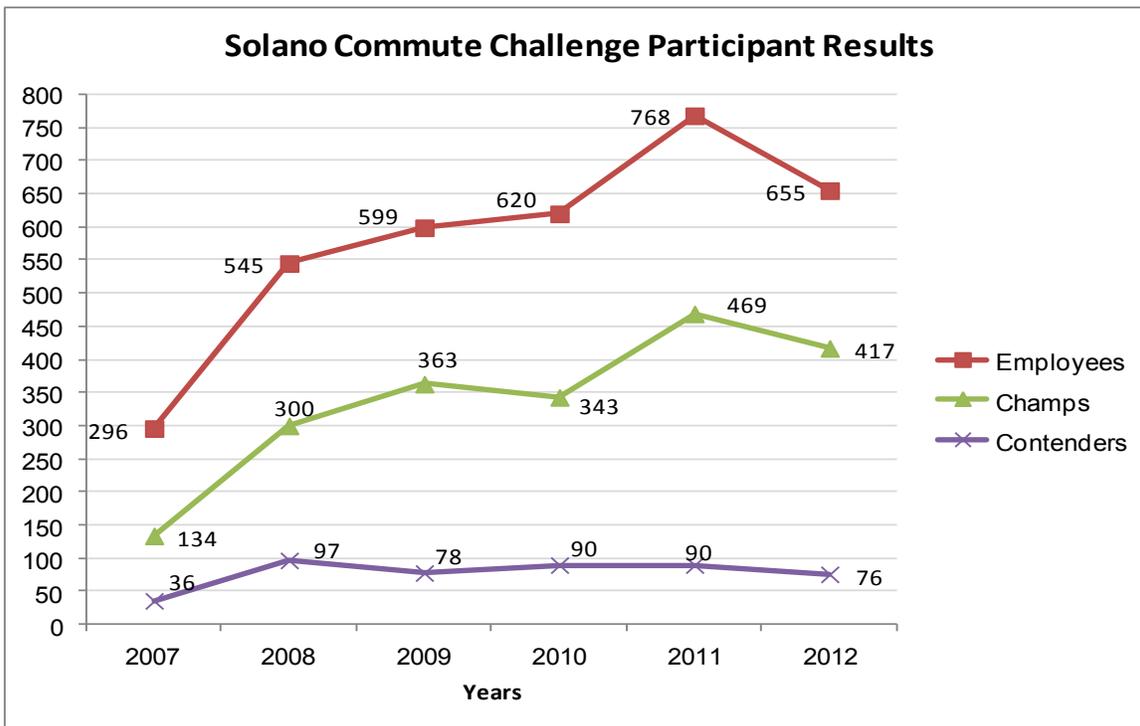
Informational.

Attachments:

- A. SCC Employee Final Results Table
- B. Solano Commute Challenge – Summary of Participants 2007-2012

Employer Name	City	Employees Registered	Champs	Contenders
State Fund	Vacaville	140	100	18
Solano County	Countywide	121	77	18
Travis AFB (Air Force Base)	Travis AFB	80	38	9
California Vegetable Specialties	Rio Vista	34	29	3
Genentech	Vacaville	47	24	2
UTC Aerospace Systems	Fairfield	27	19	2
Kaiser Permanente Medical Center - Vallejo	Vallejo	28	16	2
Valero	Benicia	24	15	5
AAA NCNU CLUB/IE	Fairfield	13	11	0
NorthBay Healthcare - Fairfield	Fairfield	17	10	3
Anheuser-Busch, Inc.	Fairfield	11	9	1
Bio Rad Laboratories	Benicia	11	9	2
Novartis	Vacaville	13	9	0
Vallejo Sanitation & Flood Control District	Vallejo	9	9	0
City of Vacaville	Vacaville	12	6	3
ALZA	Vacaville	7	4	0
Vacaville Unified School District	Vacaville	10	4	2
California Maritime Academy	Vallejo	9	3	3
California State Prison- Solano	Vacaville	5	3	0
City of Benicia	Benicia	3	3	0
City of Dixon	Dixon	5	3	0
City of Vallejo	Vallejo	3	3	0
Kaiser Permanente Medical Center - Vacaville	Vacaville	4	3	0
City of Fairfield	Fairfield	2	2	0
Fairfield Suisun Unified School District	Fairfield	2	2	0
Solano Community College	Fairfield	2	2	0
Ball Metal Beverage Container	Fairfield	1	1	0
City of Suisun City	Suisun City	2	1	0
Sutter Medical Foundation - Vacaville	Vacaville	1	1	0
Travis Credit Union	Vacaville	2	1	0
Amcor Rigid Plastics	Fairfield	3	0	0
Basalite Concrete Products	Dixon	0	0	0
City of Rio Vista	Rio Vista	0	0	0
Dependable Plastics	Fairfield	0	0	0
Dunlop Manufacturing, Inc.	Benicia	0	0	0
Kaiser Permanente Medical Offices - Fairfield	Fairfield	2	0	1
Mariani Packing Co.	Vacaville	0	0	0
Meyer Corporation	Fairfield	3	0	1
NorthBay Healthcare Vaca Valley Hospital	Vacaville	0	0	0
Owens-Illinois	Fairfield	0	0	0
RIX Industries	Benicia	0	0	0
Solano Family & Children's Services	Fairfield	2	0	1
State Farm Insurance	Vallejo	0	0	0
Sutter Medical Foundation - Fairfield	Fairfield	0	0	0
Sutter Solano Medical Center	Vallejo	0	0	0
Totals		655	417	76

Solano Commute Challenge Results





DATE: November 30, 2012
TO: STA Board
FROM: Sara Woo, Associate Planner
RE: Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
State			
5.	Environmental Enhancement and Mitigation Program*	\$10 Million	January 4, 2013
6.	Recreational Trails Program*	\$5.3 Million	January 9, 2013
7.	Bicycle Transportation Account 2013-14*	~\$7.2M (FY 2012-13 estimate)	Announcement Anticipated February 27, 2013
Federal			
8.	Federal Transit Authority (FTA) Section 5310 Elderly and Disabled Specialized Transit Program Grant*	\$13 Million	Estimated due date: March 2013
9.	Federal Transit Authority (FTA) Section 5316, Job Access Reverse Commute Grant*	\$1.88 Million	Estimated due date: March 2013
10.	Federal Transit Authority (FTA) Section 5317, New Freedom Grant*	\$1.43 Million	Estimated due date: March 2013

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB (916) 322-6370 mmiles@arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/

*New Funding Opportunity

**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report

¹ Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

State Grants						
Environmental Enhancement and Mitigation Program (EEMP)*	Natural Resources Agency (916) 653-2812 eemcoordinator@resources.ca.gov	Due On 01/04/13	Approx. \$10M statewide	Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. (CA Constitution, Art.XIX, Sec.1)	N/A	<p>Eligible Project Categories:</p> <p>Highway Landscaping and Urban Forestry Projects are designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.</p> <p>Resource Lands -- Projects for the acquisition, restoration, or enhancement of resource lands (watersheds, wildlife habitat, wetlands, forests, or other significant natural areas) to mitigate the loss of or detriment to such lands within or near the right of way for transportation improvements.</p> <p>Roadside Recreation Projects provide for the acquisition and/or development of roadside recreational opportunities.</p> <p>Mitigation Projects Beyond the Scope of the Lead Agency responsible for assessing the environmental impact of the proposed transportation improvement.</p> <p>http://resources.ca.gov/eem/</p>
Recreation Trails Program	Natalie Bee (916) 653-7423 nbee@parks.ca.gov California State Parks Office of Grants and Local Services P.O. Box 942896 Sacramento, CA 94296-0001	Due on 01/09/13	Approx. \$5.3M Statewide; No max. grant request	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation (DPR). Non-motorized projects are administered by the Department's Office of Grants and Local Services and motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division. http://www.parks.ca.gov/?Page_id=24324	N/A	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Acquisition of easements for Recreational Trail. (must involve a willing seller) • Development and Rehabilitation of trails • Construction of new trails <p>http://www.parks.ca.gov/pages/1008/files/rtp_guide_final_2008.pdf</p>

Bicycle Transportation Account 2013-14	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 sylvia.fung@dot.ca.gov	Announcement Anticipated February 27, 2013	Approx. \$7.2M Statewide; 10 percent local match	The Bicycle Transportation Account (BTA) is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act , projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2 . The BTP must be approved by the local agency's Regional Transportation Planning Agency. http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACaIIForProjects.htm	N/A	<p>Eligible Projects: Projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:</p> <ul style="list-style-type: none"> • New bikeways serving major transportation corridors • New bikeways removing travel barriers to potential bicycle commuters • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings • Bicycle-carrying facilities on public transit vehicles • Installation of traffic control devices to improve the safety and efficiency of bicycle travel • Elimination of hazardous conditions on existing bikeways • Planning • Improvement and maintenance of bikeways • Project planning • Preliminary engineering • Final design • Right of way acquisition • Construction engineering • Construction and/or rehabilitation <p>Consideration shall be given to the relative cost effectiveness of proposed projects.</p>
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Federal Grants						
FTA Section 5310, Elderly and Disabled Specialized Transit Program Grant*	Liz Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. \$13 Million	Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.	N/A	Eligible Projects: Equipment - accessible vans and buses, mobile radios and communication equipment, and computer hardware and software Service - services provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.
FTA Section 5316, Job Access Reverse Commute (JARC) Grant*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. \$1.88 Million	To improve access to transportation services to employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.	N/A	Eligible Projects: Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects.
FTA Section 5317, New Freedom Grant*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 399-3217 eniedziela@sta-snci.com	Estimated Deadline: March 2013	Approx. \$1.43 Million	To provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and expands the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	N/A	Eligible Projects: For the purpose for the New Freedom Program, "new" service is any service or activity that was not operational and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Program (STIP).



DATE: December 5, 2012
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2013

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2013.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2013



STA BOARD AND ADVISORY COMMITTEE MEETING SCHEDULE CALENDAR YEAR 2013

(Last Updated: December 2012)

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium/TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month
SR2S-AC	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., January 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., January 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., January 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., February 13	4:00 p.m.	Regional Transportation Impact Fee (RTIF) Policy Committee	Suisun City Hall	Confirmed
Wed., February 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., February 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., February 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., March 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., April 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 26	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 15	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., May 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., May 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., July 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 31 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 14	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Thurs., August 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., August 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., September 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Thurs., October 25	12 Noon	Solano Sr. & People w/ Disabilities	Solano County Events Center	Confirmed
Wed., October 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., November 14	6:00 p.m.	STA's 15 th Annual Awards	TBD - Dixon	Confirmed
Thurs., November 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., November 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
Wed., November 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., December 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative